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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, October 7, 1971.

The City Planning Commission met pursuant to notice on Thursday, October 7, 1971, at 1:45 p.m. in Room 282, City Hall.

PRESENT: James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Daniel Sullivan, Planner III (Zoning); and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meeting of September 23, 1971, be approved as submitted.

CURRENT MATTERS


Allan B. Jacobs, Director of Planning, advised the Commission that the Plan Implementation Committee had recommended that the Zoning Hearing on November 4, 1971, begin at 1:00 p.m. because of the length of the agenda.

Commissioner Porter requested that the staff of the Department of City Planning prepare an analysis of the effect which approval of the Duskin Initiative might have on existing provisions of the City Planning Code and on the legislation which has been proposed to implement the height and bulk provisions recommended in the Urban Design Plan.

The Director indicated the staff would prepare such an analysis and submit it to the Commission as soon as possible.

At this point in the proceedings, Commissioner Ritchie arrived in the meeting room and assumed his seat at the Commission table.

The Director stated that the Commission had been requested to endorse Proposition B, the \$34 million self-supporting bond issue for the Port of San Francisco on the November 2 ballot; and he indicated that he had prepared a draft resolution for consideration by the Commission which would indicate the Commission's endorsement of Proposition B.

A faint, sepia-toned background image of a classical building with four prominent columns and a pediment, likely a library or institutional building.

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After discussion, it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6760. Commissioner Finn abstained from voting.

2:00 P.M. - ZONING HEARING

CU71.33 - 840 and 860 California Street, northwest and northeast corners of Joice Street.

Request for a 266-room hotel in two buildings in the Nob Hill Special Use and Special Height Districts; in an R-5 District.
(Under Advisement from meeting of August 5, 1971).

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), repeated the description of the applicant's proposal which he had made during the meeting of August 5. He also remarked that during the meeting on that same date the Commission had requested that the staff undertake a study of occupancy rates in existing hotels to determine whether additional hotel rooms in San Francisco are needed; and he indicated that copies of the completed report had been mailed to individual members of the Commission. He stated that the report had concluded that there is no City-wide need for additional hotel rooms; however, since there may still be a need for additional hotel rooms in certain sections of the City, the report had not recommended that any City-wide policy regarding the need for additional hotel rooms be adopted by the Commission at the present time. Nevertheless, since the question of need must be considered whenever action is taken on a conditional use application, he felt that the conclusions of the staff report would be pertinent to the subject application.

In response to a request made by Commissioner Fleishhacker, the Director quoted from the section of the City Planning Code which provides that the Commission, in considering conditional use applications, must find, among other things, that "the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary and desirable for, and compatible with, the neighborhood or the community ...". The Director also remarked that a recommendation had been made at the end of the staff report that the Commission establish a policy of requiring individuals requesting conditional use authorization for a hotel or motel facility to provide feasibility reports showing the projected occupancy level, the effect of the project on existing facilities, and its competitiveness with facilities outside the City.

John Sardis, representing John Sardis and Associates, architects for the applicant, emphasized that the proposed hotel would conform with all of the requirements of the City Planning Code and with the recommendations contained in the Urban Design Plan. While he did not see the need to repeat the presentation which he had made during the hearing on August 5, he indicated that he would be willing to answer any questions which might be raised by members of the Commission.

Commissioner Ritchie asked Mr. Sardis to explain the extent to which the proposed buildings would block views from the Stanford Court apartments, the Fairmont Hotel, the University Club, and from the older apartment buildings located in the 800 and 900 blocks of Powell Street. Mr. Sardis stated that the buildings

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would block views from the University Club and from apartment houses located in the 800 and 900 blocks of Powell Street; however, he noted that any building on the subject site would have a similar effect. Because the Stanford Court apartments and the Fairmont Hotel are located further away from the site, the proposed buildings would have a lesser effect on the views from those buildings. In reply to further questions raised by Commissioner Ritchie, Mr. Sardis stated that the subject property abuts the property line of the University Club; however, he noted that the University Club building is set back from its property line. He also indicated that the tallest of the two buildings proposed would be approximately 100 feet higher than ground level elevation at the intersection of California and Powell Streets. In reply to a final question raised by Commissioner Ritchie, Mr. Sardis stated that the proposed buildings would extend approximately 80 feet into the subject block from California Street.

Fred Johnson, President of the University Club, stated that the property owned by the University Club abuts two sides of the property on which the westernmost of the two hotel towers would be constructed. While he was deeply concerned with the fact that the proposed buildings would block the view from the University Club, he did not intend to object to the proposal on that basis. Rather, his objections to the proposal would be based on the traffic congestion which would result and on the economic fallibility of the project as designed. He noted that Joice Street is only 17½ feet wide at the present time; and, even if the applicants were to widen their portion of the street to 21 feet as they had proposed, the street's capability for ingress and egress would still be highly restricted. Yet, because of the extreme slope of California Street in front of the subject properties, taxi cabs and private automobiles would probably choose to load and discharge passengers on Joice Street rather than on California Street. Furthermore, delivery vehicles, service trucks, and scavenger trucks would have to use Joice Street for access to the inadequate loading facilities which would be provided by the hotel. As a result, Joice Street would be required to handle a great deal of traffic of various sorts if the hotel were to be constructed; and the resulting congestion would be extremely detrimental to the neighborhood. With regard to the economic fallibility of the project, Mr. Johnson remarked that the proposed hotel would have a smaller than normal number of rooms; and, as a result, the cost of managing the hotel would be relatively high on a room-for-room basis. Furthermore, construction of two towers would be more costly than construction of a single building. While the size of the rooms would be relatively small, their cost to the public would probably be higher than average in order to cover the hotel's capital and managing costs. If the price of rooms in the hotel is not competitive, the hotel may not be a success and may eventually be changed to apartment use. However, if the buildings were to be converted for apartment use, the 37 parking spaces which would be available would not be sufficient to meet demands; and, as a result, parking congestion would become worse in a neighborhood which already experiences severe parking problems.

Commissioner Rueda asked Mr. Johnson if he would object to residential use of the subject property. Mr. Johnson replied that his reaction to a proposal for residential development would depend on the amount of parking to be provided; and he indicated that he believed that each separate project must be judged on its own merits.

Francis J. Connolly, 840 California Street, stated that he lives in one of the buildings which is presently located on the subject property. Since he wished to retain his present residence, he hoped that the project presently under consideration would be "shelved".

Edward Bielski, representing the Committee for a Vote on Highrise, stated that he had understood that the subject application had been taken under advisement to enable the applicant to meet with interested individuals and with residents of the subject neighborhood; and, since he was not aware that such meetings had yet been held, he was surprised that the matter had been returned to the Commission's agenda. Furthermore, since no renderings of the proposed buildings were on display in the meeting room, he pointed out that it was difficult to imagine what effect the buildings would have on the immediate neighborhood and on the City as a whole if they were to be constructed as proposed. Under the circumstances, he hoped that the Commission would defer action on the application.

Commissioner Porter remarked that the only reason the application had come before the Commission was for a determination as to whether the proposed hotel is needed on the subject site.

Mr. Bielski stated that he was of the opinion that the proposed hotel is not needed.

Dorothy McDonald, 840 California Street, stated that she, also, presently resides in a building located on one of the subject lots. She stated that she had managed the building for several years; and she assured the Commission that the building is in extremely sound shape. Furthermore, the building has many amenities which are not found in newer apartment buildings, including a large garden with statues and a fountain. She noted that Joice Street is extremely narrow; and, even if it were to be widened by the applicant, it would not have sufficient capacity to handle the vehicles which would be generated by the hotel and would inevitably become a "cow path" for pedestrians. Since other hotels in the immediate vicinity are not always filled to capacity, and since the building presently occupying the subject site is an ideal residence for elderly people, she felt that the subject application should be disapproved.

Charles W. Fay, President of the Nob Hill Association, requested the Secretary to read a letter which he had addressed to the Commission. The letter read as follows:

"The Nob Hill Association is opposed to granting the authorization for the 266 room hotel shown on plans submitted to the Department as an exhibit to the application.

"The Association's reasons for its opposition are as follows:

- "1. The truck access and loading off 13 foot wide Joice Street is inadequate, both from the narrowness of the street and the plan of the building which, in great likelihood, will result in not using the interior loading facilities, but to use Joice/ California Streets as loading areas.

- "2. Joice Street must take both service vehicles and guest vehicles simultaneously, which would back up traffic into Joice. This, coupled with passenger loading and unloading, makes an extremely difficult situation on one of our steeper streets, California Street.
- "3. No off-street passenger loading.
- "4. The shop in the east tower opens directly onto Joice Street.
- "5. When the terrace doors are open at the restaurant, the restaurant would have direct access off California Street.
- "6. The Association recognizes the desirability of the two towers in breaking up the bulk, but it feels that much of this is lost by the monolithic west elevation of the west tower.
- "7. Considering the efforts and subsequent excellent results for handling trucks, servicing, loading and passenger vehicles by the new Stanford Court Hotel and the hotel which was proposed for the Sproule site on Sacramento Street, it is believed much better solutions might be found in this instance.

"While the Nob Hill Association realizes the drawings submitted are in the preliminary stage, great concern is felt as to the adequacy of the structure to perform services in a manner for the best interests of this residential neighborhood.

"Nob Hill is a unique place and has maintained a tradition of great hotels. The Association urges that the tradition be maintained."

The Secretary also read a letter which had been received from William L. Becker, Director of the Human Rights Commission of San Francisco, as follows:

"We understand that a hotel at California and Joice, requested on your calendar today would displace a 30-unit apartment building.

"With the critical shortage of housing in the city, and no program for the adequate relocation of the tenants in that building or for the replacement of 30 units at equivalent value and rents, we view this request as one more blow in the continual chipping away of our housing supply which the welfare of the City cannot endure.

"We request your Commission to consider this grave aspect of the request before you in making your decision, and we request that this letter be entered into the record."

The Secretary also informed the Commission that he had received a telephone call from Mrs. Raricke, 2025 Kirkham Street, stating that she was opposed to high-rise buildings which would create a "Chinese wall" and which would affect wind and smog conditions in the City.

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At this point in the proceedings, Commissioner Mellon arrived in the meeting room and assumed his seat at the Commission table.

The Director recommended that the subject application be disapproved. He emphasized that the report which had been prepared by the staff of the Department of City Planning had concluded that the number of hotel rooms in the City already exceeds the demand for such space; and he noted that a substantial number of additional hotel rooms are presently under construction. Furthermore, the applicant had made no adequate demonstration of a public need for additional hotel rooms in the City. The Director noted that construction of the proposed hotel would result in the elimination of 34 dwelling units; and that effect would be undesirable given the City's critical housing shortage. Finally, construction of the proposed hotel would result in an intensity of use and traffic generation which he believed would be detrimental to other properties in the area. With regard to the issue of urban design, the Director noted that not all or even most of the decisions made by the City Planning Commission are based solely on urban design considerations; and he stated that his recommendation for disapproval of the subject application had been based on planning issues other than urban design. He distributed copies of a draft resolution of disapproval which he had prepared for consideration by the Commission and recommended its adoption.

Gustave von Lowenfeldt, the applicant, believed that the hotel which he proposed to construct would be extremely successful because of its prime location. In addition, he did not believe that the buildings being proposed could be described as "highrise" buildings; rather, they would be in keeping with existing buildings fronting on California Street from Montgomery Street to the top of Nob Hill. He stated that he had renderings of the proposed buildings in his automobile; however, since they had been described during the meeting of August 5, and since they had appeared in the newspapers, he had not felt that it would be necessary to bring them to the meeting again. He stated that the rooms in the proposed hotel would be large, measuring 14' x 24' with high ceilings and balconies; and he indicated that the hotel would be designed by a capable local architect. He felt that the proposed hotel would be a great addition to Nob Hill. With regard to the objections which had been raised by the University Club, he advised the Commission that he had approached the Board of Directors of that organization in 1967 with a proposal for construction of a 22-story hotel building on their property in which two floors would be reserved for use by the University Club. While that proposal had been acceptable to the Board of Directors and the general membership of the University Club, it had later been dropped. He stated that the hotel now being proposed would actually be an apartment house with hotel services; and he indicated that residents of the hotel would be able to pay by the day or by the month.

Commissioner Ritchie asked how tall the two proposed buildings would be. After Mr. von Lowenfeldt replied that the westernmost building would contain 15 floors and that the easternmost building would contain 11 floors, Commissioner Ritchie asked if a 15 floor building could not be considered to be a "highrise" building. Mr. von Lowenfeldt replied that it might be possible to refer to a 15 story building as a "highrise" building; however, he indicated that common

usage of the term generally applies only to buildings in excess of 22 or 23 stories in height. In any case, he pointed out that the height of the proposed buildings would be in complete conformity with the City Planning Code and with the recommendations contained in the Urban Design Plan.

Commissioner Porter moved that the subject application be disapproved. While she acknowledged that apartment buildings of the same size would be permitted on the subject properties by the City Planning Code without specific review by the City Planning Commission, she noted that such buildings would be required to have one parking space for each residential unit while the proposed hotel would provide only 36 parking spaces for more than 200 people. Furthermore, the study which had been undertaken by the staff of the Department of City Planning on the need for additional hotel rooms had concluded that additional hotel rooms are not presently needed in the City; and, in view of the abandonment of the Princess Hotel on Nob Hill which had been approved by the Commission after a number of meetings and a great deal of debate, she felt that the conclusion of the staff report was accurate. Therefore, since there appears to be no need for additional hotel rooms in the city, she felt that the subject conditional use application should be disapproved.

The motion was seconded by Commissioner Ritchie.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6761 and to disapprove the subject application. Commissioner Mellon abstained from voting because he had not arrived in the meeting room until discussion of the matter had almost been concluded.

CU71.36 - Northeast corner of Baker and Hayes Streets; and northeast corner of Fell and Baker Streets.
Request for an off-street parking lot for 24 automobiles on the Hayes and Baker Streets site and for an off-street parking lot for 50 automobiles on the Fell and Baker Streets site; in R-3 and R-4 Districts.
(Postponed from meeting of August 5, 1971).

The Secretary stated that a letter had been received from Carl F. Danielson of Health Maintenance, Inc. of Northern California requesting that the subject application be withdrawn without prejudice.

The Director recommended that the request for withdrawal be approved.

It was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6762 be adopted and that approval be given to the withdrawal without prejudice to the subject application.

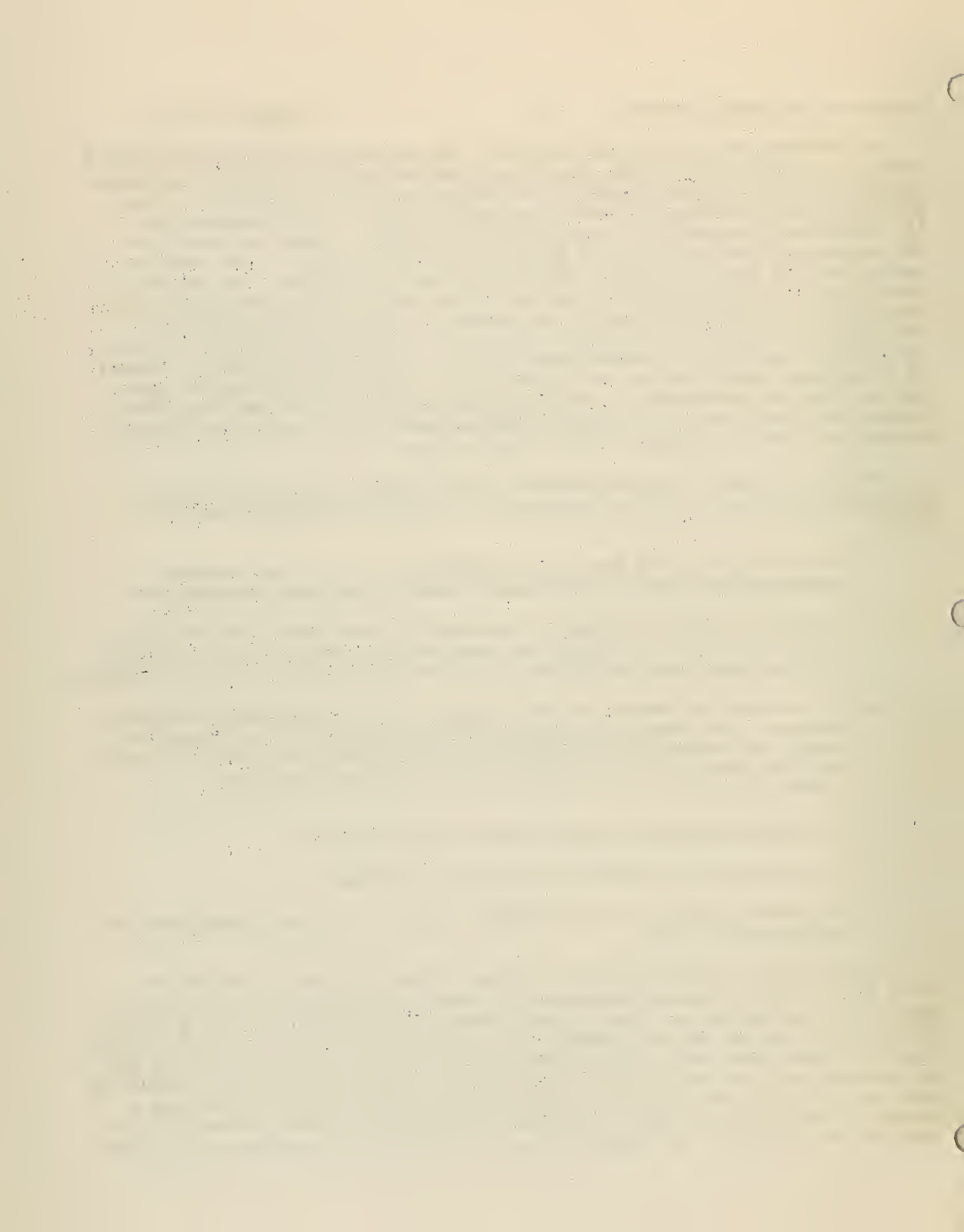
CU71.41 - 100 Van Ness Avenue, northeast corner of Van Ness Avenue and Fell Street.
Request for a parking garage for approximately 112 automobiles on three basement floors of a proposed 29-story office building.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the California State Automobile Association proposed to construct a major parking garage consisting of three below ground parking levels accommodating 112 independently accessible automobile parking spaces. Access and egress for the garage would be located on Van Ness Avenue and Hayes Street. The proposed garage would be under a 29 story, 399 foot high office building. The 422,979 square feet of gross floor area proposed for the new building, when combined with existing floor area occupied and to be retained by CSAA in the subject block, would result in a floor area ratio of 12.1 to 1. A considerable portion of the proposed parking would be located under sidewalk areas and would require approval of a revocable permit, as well as approval of the subject conditional use application, prior to construction. The conditional use application had been filed because the floor area of the proposed parking garage would exceed seven percent of the total gross floor area of the office building.

Mr. Steele stated that consideration of the following special criteria for major parking garages in the C-3-G district is required by the City Planning Code:

1. Accessibility to the area of the proposed site and to the proposed parking garage itself, from freeway ramps or from major thoroughfares;
2. Convenient service to areas of concentrated development, particularly those within the C-3-O and C-3-R districts, by location of the proposed parking garage near or adjacent to but not inside such concentrated areas;
3. Minimization of conflict of the proposed parking garage with pedestrian movements and amenities, resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration;
4. The service patterns of other forms of transportation;
5. The transportation section of the Master Plan; and
6. Such other criteria as may be deemed appropriate in the circumstances of the particular case.

Richard Patton, representing the California State Automobile Association, noted that the City Planning Commission had acted approximately one and one half years ago to authorize use of the subject property for a parking lot for a maximum period of five years; and he indicated that the Commission had been advised at that time that other plans were being prepared for use of the site. He emphasized that the parking spaces to be included in the proposed building had not been designed to take care of people who might otherwise use public transportation but for use by members of the California State Automobile Association who would be coming to the premises for services. He stated that approximately 90 automobiles per hour come



to the site on an average slow day; and, during peak hours, as many as 196 automobiles must be accommodated. In addition, the CSAA has 114 company cars. In conclusion, he noted that the subject property is located close to major public transportation lines; and, as a result, many individuals coming to the CSAA offices might wish to take advantage of that mode of transportation.

Commissioner Porter asked if a permit had already been obtained for the 29 story office building. Mr. Patton replied in the negative and indicated that he had been advised that conditional use approval for the proposed garage would have to be obtained first.

Commissioner Finn inquired about the peak hours of operation at the CSAA. After Mr. Patton replied that the peak traffic hours would be from 9:30 a.m. until 4:00 p.m., Commissioner Finn observed that those hours would not interfere with the peak transit hours on Van Ness Avenue.

Commissioner Ritchie asked if a rendering of the proposed office building were available. After reviewing the rendering which was given to him by Mr. Patton, he asked if plans for the office building would come before the Commission for review and approval at a later date. The Director replied in the negative, noting that the building would be in conformity with all existing zoning including the interim height and bulk standards; he stated, however, that the staff of the Department of City Planning would review final plans for the office building to determine its conformity with any conditions which might be established relating to the garage entrance, landscaping, siting, location of driveways, etc.

Commissioner Ritchie, noting that the Commission had recently approved a high-rise building at Pine Street and Van Ness Avenue which the Director had felt should be disapproved, asked the Director if he felt that the office building being proposed by the CSAA would obstruct any views. The Director replied in the negative and stressed that the proposed building would conform to the recommendations contained in the Urban Design Plan.

No one else was present to the audience to speak in favor of the subject application.

Edwin Barton, 1835 - 46th Avenue, remarked that many merchants on Market Street had recently been forced to give up space which they had occupied under the sidewalk areas; and he wondered what would happen to the parking spaces which the present applicant proposed to construct beneath the sidewalk area of Van Ness Avenue if a decision should be made at a later date that the space is needed for a public purpose. The Director stated that the issue of the revocable permit for use of the subject sidewalk area would come before the City Planning Commission and the Board of Supervisors at a later date. That issue was not presently before the Commission.

Charles Starback asked the Commission not to approve the subject application unless the applicant would agree to provide space in the proposed garage for the parking of 10 to 20 bicycles.



The Director recommended that the application be approved subject to four specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing and commenting upon the conditions, he recommended adoption of the draft resolution.

Commissioner Fleishhacker asked if the applicants would be willing to provide space in the garage for the parking of 10 bicycles. Mr. Patton replied in the affirmative. He indicated, however, that he would prefer to provide the 10 additional parking spaces for bicycles on the existing parking lot rather than in the new parking garage.

Commissioner Fleishhacker asked that a condition be included in the draft resolution requiring that 10 additional parking spaces for bicycles be provided on property owned by the CSAA.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6763 be adopted and that the application be approved subject to the conditions contained in the draft resolution, as amended.

CU71.42 - 210, 222, and 240 Sansome Street, east line, 44.1 feet north of Pine Street.

Request for a 120 space temporary parking lot with attendant parking; in a C-3-0 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject properties, two of which are presently occupied by four story office buildings and the other by a two story store. He stated that the applicant proposed to provide a 120 space temporary automobile parking facility in place of the present office buildings and store.

Stephan Leonoudakis, attorney for the Robert Dollar Company, stated that his client intended to demolish the three buildings presently occupying the subject lots; and they hoped to obtain permission to use the vacant lots temporarily for a parking facility. Mr. Leonoudakis displayed a rendering of the proposed parking lot and advised the Commission that a great deal of effort had gone into preparation of plans for the facility. A brick wall and landscaping would be installed along the street frontage; and decorative shelters for the parking lot attendant and a flower shop would be provided on either side of the driveway. Spaces for the parking of bicycles would be provided permanently behind the wall. Original plans for the facility had included a large number of parking spaces designed for compact cars; however, the plans had recently been redrawn so that the parking spaces would have a depth of 20 feet. He stated that a similar short term parking facility presently exists on California Street between Sansome and Battery Streets; and he displayed photographs which had been taken of that facility at various hours throughout the day. Referring to the photographs, he remarked that very few automobiles use the existing lot before 9:00 a.m. or after 4:30 p.m.; and, therefore, the facility does not cause traffic congestion during the morning and evening rush



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hours. In conclusion, he called attention to the fact that both the Bank of Montreal and the Sumitomo Bank of California had written letters to the Department of City Planning in support of the applicant's proposal.

Commissioner Finn asked about the number of parking spaces being proposed for the lot. Mr. Leonoudakis replied that the revised plans called for 70 parking spaces. In reply to a question raised by Commissioner Fleishhacker, Mr. Leonoudakis stated that the proposed parking lot would be slightly larger than the parking lot which presently exists on California Street.

Harold Retler, 339 Lombard Street, stated that he had previously opposed an application for a parking lot at Sacramento and Stockton Streets which had been approved by the Commission on a temporary basis in July, 1969; and he noted that the other "temporary" parking lot is still in existence. When such parking lots are allowed, the City loses revenue and residential or commercial facilities; and, in aesthetic terms, open parking lots rip apart the fabric of the City. While the presentation which had been made by Mr. Leonoudakis had made it appear that the proposed parking lot would be a beautiful facility, Mr. Retler remarked that he had not yet seen an attractive open parking lot. Furthermore, given the City's commitment to rapid transit and public transportation, he felt that the Commission would be taking a step in the wrong direction if it were to approve additional open parking lots in the central business district.

Edwin Barton, 1835 - 46th Avenue, stated that he was opposed to open parking lots since such facilities would probably be exempted from the new sewer tax when it goes into effect; and, since sewers are built for the benefit of all, he felt that all should be required to pay for them.

The Director recommended that the subject application be disapproved. He noted that the site is located in the center of the C-3-0 District where the streets have reached or are near to their maximum vehicular capacity and where one finds the highest concentration of pedestrians. The site is not accessible to freeway ramps or other traffic routes which have adequate vehicular capacity; and, in addition, access and egress to the site would be from Sansome Street, a transit street which will be the route of the Golden Gate Bridge District bus system. Furthermore, the site is located only two blocks from the Montgomery Street BART station. For those reasons the Director felt that a parking lot on the subject site would interfere unduly with vehicular transit and pedestrian movement; and, therefore, he recommended that the Commission adopt a draft resolution of disapproval which he had prepared for its consideration.

Mr. Leonoudakis remarked that the Clay Street on-ramp to the freeway is located approximately three blocks to the north of the subject site. He also advised the Commission that his client had been unable to lease the three buildings presently occupying the subject lots during the past year; and, as a result, a decision had already been made that the buildings would be demolished. Under the circumstances, he felt that it would be preferable to have an attractive parking lot on the site rather than a hole in the ground surrounded by an ugly fence. In conclusion, he



stated that he was convinced that the traffic generated by the proposed parking lot would not conflict with transit vehicles on Sansome Street during the evening rush hour.

Commissioner Ritchie remarked that the three buildings presently occupying the subject lots are of no consequence architecturally or otherwise. Furthermore, he was convinced that nothing is more needed than additional parking space in the subject neighborhood. He noted that other firms in the area had expressed their support of the applicant's proposal; and, since the proposed parking facility would provide a service for the area, he felt that it should be approved.

Commissioner Porter pointed out that the only alternative to the parking lot would be a vacant lot which would be most unattractive; and, instead of having such an eyesore in the area, she felt that it would be desirable to have a well-designed parking lot. She asked the Director if he was completely opposed to use of the subject properties for parking or if changes could be made in the plans which would make the applicant's proposal acceptable. The Director replied that the plans which had been submitted by the applicant were of high quality. His recommendation of disapproval for the application had been based on the fact that the subject properties are an inappropriate location for parking.

Commissioner Finn emphasized that streets in the subject area are approaching a saturation point; and, since Sansome Street will be used by both the Golden Gate Transit District buses and Municipal Railway vehicles, he felt that a parking lot on the subject site would have a detrimental effect on traffic. He stated that he was not opposed to parking lots as such; however, he did not feel that they should be located in the central business district.

Commissioner Rueda asked how long it might be before new buildings are constructed on the subject lots. Mr. Leonoudakis stated that his client had no specific plans for development of the site; however, because of the value of the property, he estimated that it would be developed within three to six years.

Commissioner Porter asked if the applicant would find approval of the parking lot for a period of three years acceptable. If so, the Commission would have an opportunity to determine at that time whether the facility has had a detrimental effect on traffic and whether BART has appreciably affected the traffic situation in the central business district. Mr. Leonoudakis replied that demolition of the existing buildings would cost approximately \$180,000; and, since the proposed parking facility, as designed, would cost approximately \$60,000 to install, he did not feel that it would be fair to put a three year limit on the parking lot. In his opinion, a five year authorization would be more reasonable.

After further discussion it was moved by Commissioner Ritchie and seconded by Commissioner Rueda that use of the subject property as a parking lot in conformity with the plans which had been presented be approved for a four year period of time.

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Commissioner Rueda stated that he hoped that plans would be made to develop the site by the time the four year authorization expires.

Commissioner Fleishhacker stated that he intended to vote against the motion. He noted that the Downtown Plan aims at discouraging parking in the central business district; and, since the proposed parking lot would conflict with that objective, he did not feel that it should be approved. He remarked that there is always a demand for additional parking; and approval of more parking lots in the central business district would only encourage more automobiles to come to the area and would not meet the parking demand. On the other hand, if no additional parking lots are provided, automobiles would be forced to go elsewhere to park. Furthermore, while the Commission might intend that the proposed parking lot should be removed at the end of four years, he felt that the fact of the matter was that the lot would remain until such time as the owners of the property wish to develop the site.

Commissioner Porter stated that the Commission would have the authority to require removal of the parking lot at the end of four years if the facility proved to be undesirable. However, she felt that the parking lot would be better than a hole in the ground, especially since there is a need for additional parking spaces in the subject neighborhood.

Commissioner Mellon asked if an authorization with a limit of four years would be acceptable to the applicant. Mr. Leonoudakis replied in the affirmative.

When the question was called, the Commission voted four to two to adopt Resolution No. 6764 and to approve use of the subject site as a parking lot in conformity with the plans which had been submitted for a period of four years. Commissioners Mellon, Porter, Ritchie, and Rueda voted "Aye"; Commissioners Finn and Fleishhacker voted "No".

ZM71.14 - 126 Cook Street, east line, 89.75 feet south of Geary Boulevard
R-3 to a C-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which consists of a rectangular lot with dimensions of 35.5 feet by 65 feet with a total area of 2,294.5 square feet. The applicants own three C-2 zoned lots having a total frontage of 115 feet on Geary Boulevard adjacent to the north and east of the subject lot; and they had requested that the subject lot be reclassified from R-3 to C-2 to permit joint commercial development of all four of the lots which they own.

Clarence Krieger, one of the applicants, stated that he had purchased the commercially zoned corner lot; and subsequently, he had purchased the two additional properties on Geary Boulevard. The dilapidated buildings which had occupied the lots had been demolished; and all of the lots are vacant at the present time. A number of inquiries had been made regarding development of the properties; however,



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in each case, the individuals making the inquiries had stipulated that the R-3 zoned lot should be reclassified to C-2 to "square off" the parcel. The Shell Oil Company had recently taken an option on the property contingent upon rezoning of the subject lot from R-3 to C-2. Mr. Krieger felt that it was logical that the subject lot should be included in any commercial development of the properties fronting on Geary Boulevard; and, therefore, he requested that the subject application be approved.

Robert Cutler, a realtor with offices on Geary Boulevard, confirmed that a number of parties had expressed an interest in the subject site; however, he felt that there was no prospect for major commercial development of the property unless the subject lot could be included in the C-2 zoning district.

No one was present in the audience to speak in opposition to the application.

The Director remarked that reclassification of the subject lot would result in a more uniform depth for commercial development and that it would create a C-2 rectangular site with dimensions more suitable for commercial development. Furthermore, he felt that the property could be developed in such a way that it would not divert additional traffic into the adjacent residential area nor alter the present traffic situation on Geary Boulevard. He also felt that the site could be developed in a manner compatible with existing dwellings in the area. Therefore, he recommended adoption of a draft resolution of approval which he had prepared for consideration by the Commission.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6765 be adopted and that the subject application be approved.

At 3:35 p.m., Commissioner Fleishhacker announced a 5 minute recess. The Commission reconvened at 3:40 p.m. and proceeded for the remainder of the agenda.

ZM71.16 - 1423 - 47th Avenue, west line, 100 feet south of Judah Street;
R-2 to an R-4 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which has a frontage of 50 feet on 47th Avenue and a depth of 120 feet for a total lot area of 6,000 square feet. The lot is presently vacant; and the applicant had requested that it be reclassified from R-2 to R-4 to allow construction of 9 to 12 apartment units.

Carl Willrader, representing the applicant, displayed a site plan and explained how use of the subject property would be integrated with an existing motel fronting on Judah Street which is also owned by the applicant. He stated that the apartment building which the applicant hoped to construct on the subject lot would be completely separated from the motel by a fence. If the project could be undertaken as proposed, better facilities would be provided for the movement and parking of automobiles on the site. In addition, an attractive recreation area would be provided for the apartment building.

Commissioner Finn asked if the recreation facilities which would be provided for the apartment building would be used by tenants of the motel. Mr. Willrader replied in the negative.

Commissioner Rueda asked how the motel and the apartment building would be separated. Mr. Willrader replied that they would be separated by a fence and by a change in elevation.

Martin Joy, 1417 - 48th Avenue, stated that he would be in favor of anything which would serve to improve the subject neighborhood; and, in view of the manner in which the motel fronting on Judah Street has been operated, he was confident that any project proposed by the applicant would be in the best interests of the area.

Edwin Barton, 1835 - 46th Avenue, stated that almost all of the properties in the subject neighborhood are developed with small houses except for properties near the beach on Judah Street which are developed with motels or similar buildings. While he realized that it is difficult for developers to construct economically feasible buildings without requesting variances or a change of zone, he was concerned about the fact that reclassification of the property from R-2 to R-4, as requested by the applicant, would permit an apartment building containing as many as 30 units to be constructed on the site. If such a building were to be constructed, the units would necessarily be small in size; and, as a result, the building would probably cater to single people and not to families with children. In all respects, such a building would be totally out of character with existing development in the area. In conclusion, he noted that the City Planning Commission had acted two years ago to approve a change of zone for a nursing home on 46th Avenue; and, although the nursing home had never been build, the zone had been allowed to stand. He felt that the Commission had been used to raise the price of that property; and he did not feel that the Commission should allow itself to be used in that manner.

Mrs. Esther Born, representing the Great Highway Club, stated that the members of her organization were concerned about the fact that the applicant had requested that the subject property be reclassified to R-4 when he intended to construct only 9 to 12 apartment units on the site. She felt that the situation looked very suspicious.

The Director recommended that the application be disapproved. He noted that the Commission would have no authority to limit development on the site to a maximum of 12 dwelling units if the application for rezoning were to be approved; and, as a result, the applicant would be permitted to construct up to 30 dwelling units on the property. In any case, multiple family usage of the property would extend into a one- and two-family residential area of predominantly low intensity; and, he indicated that no demonstration of public need or benefit had been made by the applicant. Furthermore, the Improvement Plan for Residence calls for maintenance of the present density available in the subject neighborhood rather than an increase to high density residential development. He recommended that a draft resolution of disapproval which he had prepared for consideration by the Commission be adopted.

Mr. Willrader assured the Commission that the applicant did not intend to construct more than 12 apartment units on the subject site. If the subject application were not approved, he believed that the lot would remain vacant; and he did not feel that such a situation would be desirable. He also remarked that only 38 of the properties within a 300 foot radius of the subject site are owner-occupied all of the rest being occupied by tenants.

Commissioner Fleishhacker asked how many dwelling units could be constructed on the subject site if it were rezoned to R-3 rather than R-4. The Director replied that only 8 dwelling units could be constructed under R-3 zoning.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6766 be adopted and that the subject application be disapproved.

CU71.43 - 1130-1150 Sacramento Street, 132-138 Sproule Lane, and 1035-1045 Mason Street, northwest corner of Sacramento Street and Sproule Lane extending through the block from Sproule Lane to Mason Street between Malvina Place and Ewer Place.
Request for a 22 story home for the elderly containing 289 retirement residence units, a penthouse suite, meeting rooms, dining room, auditorium, an infirmary with 47 beds, a lobby and a parking garage and lot with a total of 100 off-street parking spaces; in R-4 and R-5 Districts.

Robert Patmont, attorney for the applicant, stated that the City Planning Commission had previously authorized construction of a high-rise hotel on the subject site; however, when the owners of the property had become aware of the increasing number of hotel rooms proposed or actually under construction, they had concluded that it would be unwise to proceed with construction of their hotel facility. Alternate use of the site had been considered; and, a decision had been made that the property would lend itself to development with a luxury type retirement residence for people of 63 years of age and older. Plans for the facility had been prepared before the Commission had taken action to put the height and bulk guidelines recommended in the Urban Design Plan into effect on an interim basis; and the building would have exceeded those guidelines. Also, meetings had been held with representatives of the Nob Hill Association and with the residents of the Nob Hill Apartment Building to review the plans for the proposed development; and it was obvious that the residents of the Nob Hill Apartment Building were upset by the bulk of the proposed building which would have a greater detrimental effect on their views to the east than the hotel building which previously had been authorized by the Commission. In view of those two circumstances, the applicants wished to revise their plans for the proposed building; and, as a result, he wished to request that hearing of the subject application be postponed so that the applicants could work with the staff of the Department of City Planning and with the residents of the subject neighborhood to prepare more acceptable plans.

Commissioner Porter stated that the question before the Commission was whether use of the subject property for a retirement home would be appropriate; and she pointed out that that question would remain the major issue before the Commission

irrespective of the design of the proposed building, especially since the zoning of the property would allow the applicants to construct an apartment building on the site equal in size to the retirement residence without any special action by the Commission. She asked if the subject property would be removed from the tax rolls if the proposed retirement hotel were to be constructed. Mr. Patmont replied in the negative, stating that the retirement home would be owned by a profit making organization as opposed to a non-profit, religious, or charitable organization. With reference to the other remarks which had been made by Commissioner Porter, Mr. Patmont stated that he did not feel that it would be desirable to discuss the use of the site and the design of the building independently.

The Director recommended that hearing of the subject application be postponed until the Commission's meeting on December 2, 1971.

Stanley Hertzstein, a resident of the Nob Hill Apartments, spoke in opposition to the requested postponement. He noted that a large number of people were present in the audience; and he did feel that it would be fair to require them to leave work on another occasion to protest the subject application. In his opinion, the subject site would not be an appropriate location for a retirement home for the elderly regardless of what building design might be proposed by the applicants; and he felt that use of the property for a luxury hotel would be ideal. He stated that it is practically impossible to get to the top of Nob Hill by public transportation, especially in the summertime; and he remarked that the streets are too steep for elderly people to climb. Under the circumstances, he felt that the subject property should not be used for a retirement home; and he urged the Commission to proceed with the hearing as scheduled.

The Director noted that the Commission had traditionally been willing to grant postponements which had been requested by applicants, especially when the applicants had made an effort to notify residents of the neighborhood in advance that they would be requesting postponement of the hearing; and he indicated that an effort had been made in the present case by the applicants to notify residents of the neighborhood of their intention to request a postponement.

Commissioner Finn felt that the Commission should, as a matter of courtesy, hear the people present in the audience who wished to speak.

Commissioner Porter felt that consideration of the appropriateness of the retirement home on the subject site could be discussed by the Commission independently of the design of the proposed building. Commissioner Ritchie agreed and remarked that it might be unwise to postpone the conditional use hearing and to allow the applicants to spend a great deal of money on preparation of revised plans before a determination has been made as to whether the proposed use would be appropriate.

Mr. Patmont stated that an effort had been made to notify residents of the subject neighborhood of the applicant's intent to request that the hearing be postponed; and he noted that both of the major newspapers had mentioned that the

request for postponement would be made. Because of the circumstances which he had previously cited, he felt that the request for postponement was reasonable; and, as a result, he was not prepared to proceed with a presentation at the present time. If the request for postponement were not approved, he felt that he would have to withdraw the application.

Berton J. Goldstein, owner of a condominium apartment in the Nob Hill Apartment Building, felt that neither the filing of the subject application nor the applicant's request for postponement had been made in good faith; and he indicated that his opinion was based on the past performance of the applicant who had made pledges regarding the previously approved hotel project which had never been carried out. He believed that the request for postponement had been made because the applicant did not wish to meet his opponents in a public forum. He urged that the hearing proceed as scheduled.

Commissioner Porter asked who had been engaged as the architect for the proposed building. Mr. Patmont replied that Howard Johnson, a local architect, had been engaged by the applicants. Commissioner Porter then remarked that the architect who had previously worked for the applicants on the proposed hotel building had become quite familiar with the difficulties of the site over a long period of time; and she questioned whether the present architect was aware of the problems involved.

Commissioner Fleishhacker asked who would own the proposed retirement home. Mr. Patmont replied that the retirement home would be constructed by a subsidiary of subsidiary firm belonging to Daniel K. Ludwig, Inc. Separate firms would serve as developers and contractors for the project, in a joint venture.

Commissioner Ritchie asked if units in the retirement residence would be sold to the occupants. Mr. Patmont replied in the negative, indicating that the occupants would be required to pay a lifetime fee based on the size of the apartment plus monthly rental fees which would also be based on the size of the apartment. Upon the death of the tenants, apartments would revert to the owners.

Commissioner Fleishhacker asked the Commission to reach a decision regarding the applicant's request for postponement.

Mr. Patmont stated that he had discussed his request for postponement with the staff of the Department of City Planning; and, since they had indicated that they felt the request would be reasonable, he had assumed that the request would be granted without further ado. Therefore, other people connected with the project were not present in the meeting room. He noted that the Commission had been willing to grant a continuance when opponents of the hotel previously being proposed for the site had requested additional time; and he felt that the same courtesy which had been extended to the opponents in the past should be extended to the applicant at the present time. He stated that some residents of the Nob Hill Apartment Building had advised him that they would not object to the building now being proposed if it could be redesigned to provide setbacks which would be similar



to those which had been included in the design of the hotel; and, as a result, he felt that it would be desirable to discuss the proposed use and the design of the proposed building at the same time. He urged that the request for postponement be granted.

Commissioner Porter, noting that retirement homes are subject to many legal restrictions, asked if the applicants had thoroughly investigated all of the various requirements which would have to be met if the retirement home were to be operated in conformity with the law. Mr. Patmont replied that the proposed retirement home would be operated by Retirement Residents, Inc., a firm which has had a great deal of experience in the field. He assumed that they could answer any specific questions the Commission might wish to raise regarding operation of the proposed facility. However, because of the request for postponement, they were not present in the audience at the present time.

After further discussion, it was moved by Commissioner Rueda and seconded by Commissioner Mellon that hearing of the subject application be postponed until the meeting of December 2, 1971.

Richard Bancroft, attorney for Mr. Hertzstein and Mr. Rosenberg, residents of the Nob Hill Apartment Building, stated that he, also, was opposed to the postponement. However, if the Commission wished to accommodate the applicants by granting the postponement, he hoped that the matter would not be returned to the Commission's calendar until final action has been taken on the height and bulk guidelines recommended in the Urban Design Plan.

Commissioner Porter stated that she felt that use of the subject property for a retirement home would be highly unsuitable; however, since the Commission had never denied an applicant's request for continuance, she would be willing to vote in favor of the postponement.

Commissioner Ritchie agreed with Commissioner Porter that the use would be highly undesirable. However, if the matter were to be postponed, he felt that the applicant should be encouraged to meet with concerned residents of the subject neighborhood during the interim.

Mr. Patmont stated that a meeting would be arranged with the staff of the Department of City Planning as soon as possible; and, once the plans for the building had been modified to fit the design standards of the Department of City Planning, they would be shown to some of the residents of the Nob Hill Apartment Building and to some of the members of the Nob Hill Association.

Commissioner Mellon stated that he would vote in favor of the motion since he felt that the applicants, who were obviously not prepared to make a presentation at the present time, should have an opportunity to be heard before the pros and cons of the issue are debated.

Commissioner Finn stated that he, also, would vote in favor of the motion for postponement. However, he hoped that the applicants would meet with residents of the neighborhood during the interim time to see if a compromise could be reached.

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When the question was called, the Commission voted unanimously to postpone hearing of the subject application until the meeting of December 2, 1971.

ZM71.15 - Western portion of San Francisco Golf Club property, vicinity of Brotherhood Way and Lake Merced Boulevard; R-1-D to an R-1 District.

CU71.45 - Western portion of San Francisco Golf Club property, vicinity of Brotherhood Way and Lake Merced Boulevard.
Request for a Planned Unit Development with approximately 310 multiple family dwelling units in low-rise buildings; in an R-1 District.

The Secretary called attention to a letter which had been received from Edward M. King, President of Montara Ranch, Inc., requesting that hearing of the subject applications be postponed until the Commission's meeting on December 2, 1971.

The Director recommended that postponement be granted.

Subsequently, it was moved by Commissioner Finn, seconded by Commissioner Porter, and carried unanimously that hearing of the subject applications be postponed until the meeting of December 2, 1971.

CU71.46 - The two blocks bounded by Wallace and Underwood Avenues and Hawes and Griffith Streets; the block bounded by Underwood and Thomas Avenues and Griffith and Fitch Streets; and the easterly portion of the block bounded by Thomas and Shafter Avenues and Griffith and Fitch Streets.
Request for automobile dismantling on open lots; in an M-1 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the subject application had been filed by the same applicant who had been denied a conditional use authorization for automobile wrecking yards on the same site by the City Planning Commission on June 3, 1971. The proposal remained essentially the same, except that visual baffles 20 feet high would be provided within the subject lots to screen the view of the interior of the yards from Hunters Point Ridge. The new proposal had been reviewed by the Plan Implementation Committee of the Commission; and, because of the baffles, the Committee had determined that the proposal had been changed sufficiently to warrant the filing of a new application. Mr. Steele also indicated that other developments had taken place recently which would be of interest to the Commission; and he called on John Tolan, Deputy for Development in the Mayor's office, to make a statement.

Mr. Tolan submitted a letter from Mayor Alioto which read as follows:

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"For over three years the City has been attempting to relocate the auto dismantlers from their Butchertown site. Until today we were unable to find a relocation site suitable to our citizens within our City limits or to obtain approval of our auto dismantling in any neighboring city.

"The result of this impasse has been that development of the India Basin Industrial Park has been suspended until the dismantlers are cleared from the site.

"The ecological problem of abandoned and obsolete automobiles is more acute in San Francisco than in any other American city. Well over 30,000 cars, a high percentage from out of State, will have to be processed this year in San Francisco.

"During the last three months I have been exploring an unusual alternative to this perplexing solid waste disposal problem.

"On August 27, 1971, I called a meeting of representatives of the Hunters Point Naval Shipyard, the Property Management and Disposal Branch of the General Services Administration, the Irvine Company, the staff of the City's Fire Department, Planning Commission, Public Works Department, Director of Property and Supervisor Michael J. Driscoll at the Navy's empty Islais Creek warehouses at Toland and McKinnon Streets.

"On several prior occasions my office had attempted to ascertain whether this 450,000 square feet of warehouse might be declared as surplus by the Federal Government. No community opposition was apparent to this location for auto dismantling. The General Services Administration was of the opinion that the space would be utilized by war material being returned from Viet Nam.

"In July Supervisor Driscoll reported to me that the Navy was contemplating the exchange of the Islais Creek property for land held by the Irvine Company adjacent to the Marine Corps Air Station at El Toro, California. My office immediately established direct liaison with Navy officials.

"On August 12 this information was confirmed. The Defense Department requested the Armed Services Committees of the House and Senate to release the Islais Creek Warehouse for exchange with the Irvine Company for the El Toro property.

"In early September the Senate Committee approved the release. On October 1, the House Armed Services Subcommittee held a hearing on the subject. A letter from my office was presented by Mr. Robert Josten, our Washington representative. It called attention to our acute need for this space.

"The Subcommittee voted approval. No further Congressional action is needed.

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"This morning the Navy Department in Washington received written clearance. Locally the Navy has selected an appraiser and will clear his employment with Washington.

"Within six weeks we expect the property values involved in the exchange to be determined.

"The San Francisco Auto Dismantlers will deal directly with the Irvine Company.

"At this moment all signals are go on this new site. I have asked Mr. Wallace Wortman, Director of Property, to furnish my office with an independent appraisal. Preliminary value checks, if confirmed by final appraisals, indicate that the Dismantlers' money commitment for the Bayview site should be sufficient to acquire the Navy warehouses.

"The President's Council on Environmental Quality has testified last year in a U.S. Senate Committee hearing about the President's concern that auto dismantling is the weakest link in the chain of events involved in automobile recycling.

"This is not a commercial activity normally conducted under cover. It is not a business where those engaged therein have consolidated their operations.

"The Islais Creek warehouses will do both. It will consolidate a number of independent operators and it will put unsightly solid waste disposal activities under roof.

"In view of this substantial opportunity to achieve a really great solution to a serious and vexatious problem to our entire City, and especially to the Bayview-Hunters Point community, I hope the Planning Commission will postpone action on the pending Dismantlers' application for 60 days."

The Secretary called attention to a letter which had been received from Roy I. Anderson, the applicant, stating that the automobile dismantlers were willing to agree to an extension of 60 days from October 7, 1971 subject to the concurrence of the San Francisco Redevelopment Agency.

Arthur Evans, Acting Executive Director of the San Francisco Redevelopment Agency, acknowledged that the property located at Tolan and McKinnon Streets would definitely be a superior site for the automobile dismantlers; however, he emphasized that acquisition of the properties by the automobile dismantlers would be an extremely complicated matter. Even if the Commission were to act immediately to approve the subject application for use of the property in the vicinity of Wallace and Underwood Avenues for the automobile dismantlers, it would take from six to nine months to relocate the dismantlers from the Butchertown area so that

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the India Basin Industrial Park project could proceed; and, under the circumstances, it seemed to him that the Commission should not delay action on the matter beyond the 60 day postponement which had been requested by Mayor Alioto.

Commissioner Ritchie remarked that the solution outlined in the Mayor's letter seemed to him to offer wonderful prospects both to the dismantlers and to the City; and, if it could be accomplished, a pace-setting precedent would have been established for the automobile dismantling industry.

The Secretary called attention to a letter which had been received from William M. Becker, Director of the Human Rights Commission of San Francisco, expressing disapproval of the site in the Hunters Point-Bayview neighborhood and indicating enthusiasm over the alternate proposal which had been offered by Mayor Alioto.

Merton Jones, 1355 Carroll Street, stated that he had received notice of the Commission's hearing only 24 hours ago; and he indicated that he was opposed to use of the property in the vicinity of Wallace and Underwood Avenues by the Automobile Dismantlers since the project would still be visible from the Alice Griffith housing project even if visual baffles were to be installed. When asked by Commissioner Ritchie for his opinion on the alternate site which had been recommended by Mayor Alioto, Mr. Jones replied that he felt that acquisition of that property by the Automobile Dismantlers would be an excellent solution to their relocation problem.

Reuel Brady, representing the Bret Harte Improvement Association, believed that the cost of the warehouses at Tolan and McKinnon Streets would far exceed the amount of money which the automobile dismantlers could afford to pay.

After further discussion, it was moved by Commissioner Ritchie, seconded by Commissioner Porter and carried unanimously that hearing of the subject application be postponed until the meeting of December 2, 1971.

The meeting was adjourned at 5:00 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary



SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, October 14, 1971.

The City Planning Commission met pursuant to notice on Thursday, October 14, 1971, at 2:00 p.m. in the meeting room at 100 Larkin Street.

PRESENT: James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; Robert Passmore, Planner V (Zoning); Walter Stoll, Planner III, Transportation; James White, Planner II; DeWayne Guyer, Planner II (Urban Design); and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

SLIDE PRESENTATION OF THE IMPROVEMENT PLAN FOR TRANSPORTATION

The presentation, similar to the one previously made on September 16, 1971, but now illustrated with photographic slides, was presented by Allan B. Jacobs, Director of Planning, Walter Stoll, Planner III (Transportation), and James White, Planner II.

APPROVAL OF MINUTES

Commissioner Finn requested that one sentence on page 30 of the minutes of September 16, 1971, be corrected to reflect more clearly the statement which he had actually made. The sentence, with corrections, reads as follows: "He stated that there is ample precedent to establish the fact that no administrative or legislative body may take action adopting and applying new legislation to a matter currently pending before it."

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meeting of September 16, 1971, be approved as amended.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission of the death of his secretary, Jeanne Jelincich. It was moved by Commissioner Fleishhacker, seconded by Commissioner Finn, and carried unanimously that the Secretary be requested to prepare a letter of sympathy to her husband.

The Director reminded the Commission that the first public hearing on the Improvement Plan for Transportation will be held next Wednesday evening, October 20, at 7:30 p.m. in Room 282, City Hall. Subsequent hearings will be held on November 17 and December 1, 1971.

The Director advised the Commission that a zoning field trip will be scheduled next Thursday afternoon at 1:15 p.m.

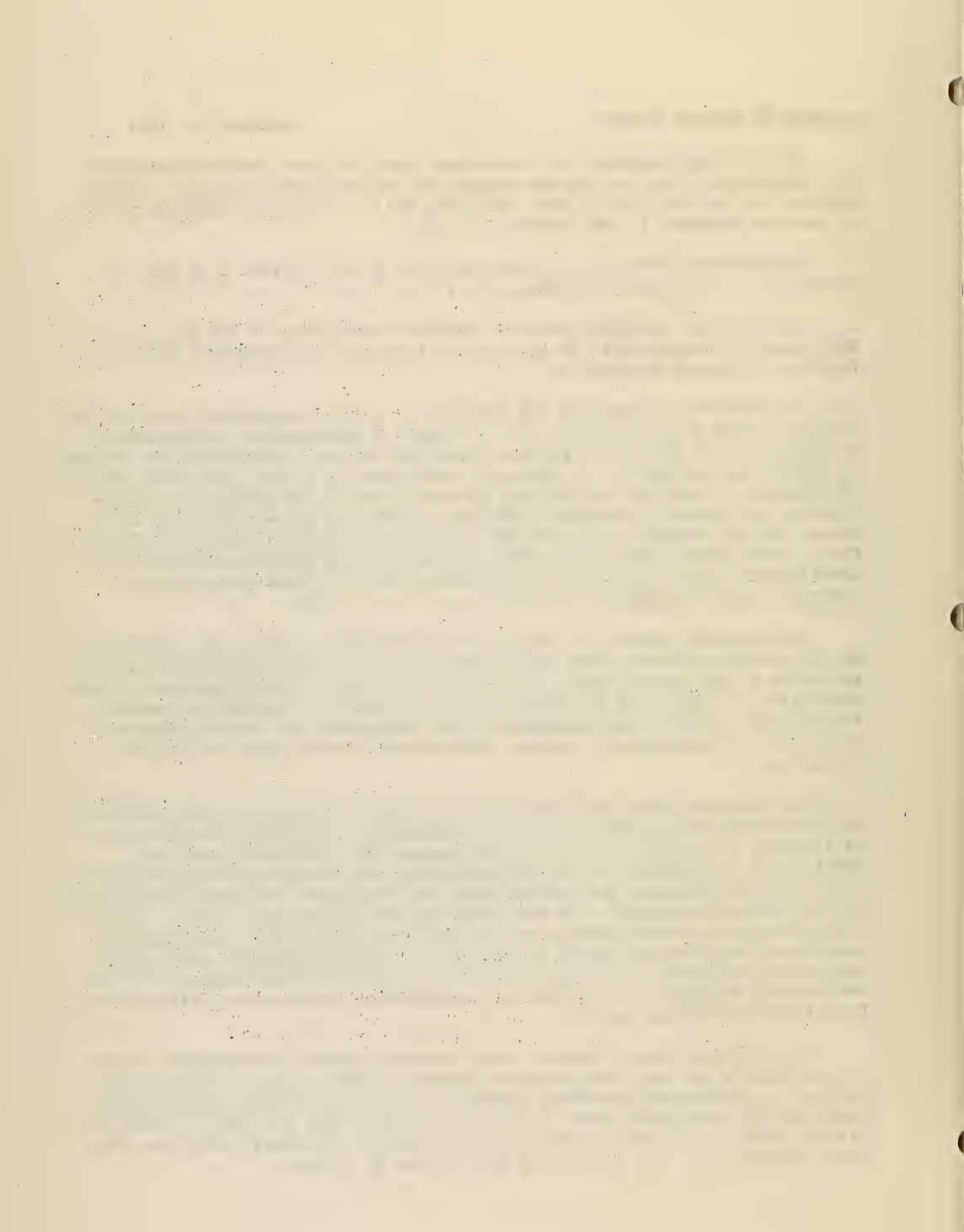
The Director announced that the National Convention of the American Institute of Planners will be held in San Francisco at the Hilton Hotel from October 24 through October 28.

The Director recommended the adoption of a draft resolution which he had prepared which would authorize him to request a supplemental appropriation in the amount of \$14,088 to provide funds for official advertising and mailing of individual notices to all owners of real property in the City giving notice of hearings as required by the City Planning Code on the proposed reclassification of property throughout the City by creation and extension of districts for the control of height and bulk as recommended in the Urban Design Plan. After discussion it was moved by Commissioner Mellon, seconded by Commissioner Rueda, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6767.

The Director advised the Commission that Walter A. Haas, Sr., trustee of the estate of Lucie Stern, had contributed \$5,000 for publication and distribution of the Master Plan for the City and County of San Francisco. After discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6768 be adopted to express the Commission's sincere appreciation to Mr. Haas for his contribution.

The Director noted that both the City Planning Commission and the Board of Supervisors had previously adopted resolutions authorizing the Director of Planning to prepare and file an application for a federal grant for acquisition and restoration of the South San Francisco Opera House, including open space development; and he indicated that the grant had since been approved by the Federal Government. He now requested the Commission to adopt a draft resolution which he had prepared which would authorize him to take whatever additional steps are necessary for acquisition of the property. After discussion it was moved by Commissioner Finn, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6769.

In accordance with a request which had been made by Commissioner Porter at last week's meeting, the Director reported on the probable effect which approval of the Duskin amendment (Proposition T on the November ballot) would have upon existing provisions of the City Planning Code and upon the new provisions under consideration for height and bulk of buildings based upon the Urban Design Plan. The Director's report read as follows:



"Last week (October 7), Commissioner Porter requested that the staff report on the effect that approval of the pending height limit initiative might have upon existing provisions of the Planning Code, and also upon the new provisions under consideration for height and bulk of buildings based upon the Urban Design Plan.

"This question is answered in part by the opinion of the City Attorney, requested and received last April. That opinion stated that existing height limits in effect in the City would be increased to the following extent: The initiative would repeal height limits of less than 72 feet in five areas:

- "(1) Limits varying from 20 to 35 feet in the Anza Vista area.
- "(2) Limits of 40 and 65 feet in the area northeast of Telegraph Hill near the Embarcadero.
- "(3) The small area in the Civic Center with a 70-foot limit.
- "(4) The small area near the Ferry Building with a 65-foot limit.
- "(5) The three areas along Ocean Beach with limits of 40 feet.

"The effect of the initiative upon these height limits has again been reviewed, this week, with the City Attorney, and there is no change in the earlier opinion.

"We have also reviewed with the City Attorney the relationship between the initiative and the interim height controls now in effect throughout the City under the Planning Commission's Resolution of Aug. 26. Because the interim controls call for no change in the height limits for the areas I have just listed, it is possible that the interim controls would keep in effect the present controls despite the passage of the initiative. However, the City Attorney's opinion of last April did not answer the Department's question as to the possibility of re-enactment of any height limits that were repealed on the basis that a court ruling would be required for a definitive answer, due to the language of the initiative concerning enactment of future height limits only by a vote of the people.

"As to the carrying out of Urban Design Plan implementation through hearings and legislation for permanent height limits, it is plain that passage of the initiative would not allow any further proceedings for height limits greater than 72 feet in the City. As to limits lower than 72 feet, which are proposed for much of the City by the Urban Design Plan, the City Attorney's opinion last April was the same as the one I have just described: The ability of the Commission and the Board of Supervisors to enact future height limits of less than 72 feet would have to be determined by a Court. A review with the City Attorney this past week has indicated that there has been no change in his previous opinion."

Commissioner Fleishhacker remarked that the City Planning Commission must be guided by the opinions of the City Attorney; and, since the City Attorney had taken the position that approval of Proposition T would destroy a monumental amount of work which had been done by the City Planning Commission in the past and undermine decisions which the Commission might wish to make in the future, he felt that it was incumbent upon the Commission to take a public position in opposition to Proposition T. He therefore moved that a resolution be adopted expressing the Commission's opposition to Proposition T for the following reasons:

1. The amendment would destroy objectives which have been accomplished by the City Planning Commission and the Department of City Planning in the past;
2. The amendment would result in the repeal of existing height limits of less than 72 feet in five areas of the city; and
3. The amendment would greatly diminish the possibility of implementing the Urban Design Plan in the future.

Commissioner Mellon felt that the Commission's resolution should also mention the drastic adverse effect which adoption of the proposition would have on the City's tax base. Commissioner Fleishhacker stated that his own personal opinion was that adoption of the proposition would have an adverse effect on the City's tax base; however, since the City Planning Commission does not have any expertise in that field, he felt that the Commission's resolution should comment only on the effect which approval of the proposal would have on city planning.

Commissioner Finn stated that his personal inclination would be to support the resolution which had been made by Commissioner Fleishhacker; however, he intended to abstain from voting.

After further discussion, the motion was seconded by Commissioner Rueda. When the question was called, the Commission voted unanimously to adopt Resolution No. 6770 expressing its opposition to Proposition T for the three reasons which had been cited to by Commissioner Fleishhacker. Commissioner Finn abstained from voting.

Commissioner Ritchie stated that he had read in the newspapers that ten members of the Urban Design Advisory Committee had resigned because of the Commission's recent approval of the Holiday Inn building on the northeast corner of Van Ness Avenue and Pine Street. Because of his concern that his reasons for voting for approval of the Holiday Inn might be misunderstood, he had asked the applicant to send him a letter outlining the background information which had been presented orally to the Commission during the meeting on September 16, 1971. In reply, he had received letters from Hugh H. Chatham, the applicant, and from Jackson C. Stromberg, the applicant's

attorney. He asked that the letters be appended to the minutes of this meeting for the record. After reading excerpts from one of the letters, he asked the Director to comment on the accuracy of the statements which it contained.

The Director did not feel that he could comment on the accuracy of the statements without reading the entire letter. In any case, the Commission had already taken its action on the matter; and he did not feel that anything would be gained by reviving debate at the present time.

Commissioner Porter stated that she had been shocked by the fact that a responsible group of citizens had resigned from their positions on the Urban Design Citizens Advisory Committee in such a cavalier fashion at the first indication of divergence from the Urban Design Plan, especially since the guidelines stated in the Plan have not yet been enacted into law and may be subject to modification and change in the future after they have been considered at greater length.

Commissioner Fleishhacker remarked that the letter which Commissioner Ritchie had cited had been received from the applicants of the Holiday Inn project; and, as a result, they might or might not be impartial. In any case, since the Commission had already voted on the matter, he did not feel that Commissioner Ritchie should spend a great deal of time justifying his vote now.

Commissioner Mellon asked if the individuals who had resigned from the Urban Design Citizens Advisory Committee had cited the Commission's approval of the new office building for the California Street Automobile Association on Van Ness Avenue in their statement to the press. The Director replied in the negative, indicating that the resignation had apparently been based solely on the action taken by the Commission on the Holiday Inn building.

Commissioner Porter suggested that the Commission, which had originally appointed the members of the Urban Design Citizens Advisory Committee, should express its appreciation to the individuals who had resigned for the assistance which they had provided in preparation of the Urban Design Plan and accept their resignations.

Commissioner Rueda agreed; however, he regretted that the individuals who had resigned had made their decision because of the Holiday Inn issue.

Commissioner Fleishhacker asked if written resignations had been received from the members who had resigned. The Director replied in the negative. Commissioner Porter stated that she had talked with one of the individuals involved; and he had confirmed the resignations.

1890

1890

The first of the year was a very dry one, and the crops were much injured by the drought.

The second of the year was a very wet one, and the crops were much injured by the rain.

The third of the year was a very dry one, and the crops were much injured by the drought.

The fourth of the year was a very wet one, and the crops were much injured by the rain.

The fifth of the year was a very dry one, and the crops were much injured by the drought.

The sixth of the year was a very wet one, and the crops were much injured by the rain.

The seventh of the year was a very dry one, and the crops were much injured by the drought.

The eighth of the year was a very wet one, and the crops were much injured by the rain.

The ninth of the year was a very dry one, and the crops were much injured by the drought.

The tenth of the year was a very wet one, and the crops were much injured by the rain.

The eleventh of the year was a very dry one, and the crops were much injured by the drought.

The twelfth of the year was a very wet one, and the crops were much injured by the rain.

The thirteenth of the year was a very dry one, and the crops were much injured by the drought.

After further discussion it was moved by Commissioner Ritchie, seconded by Commissioner Finn, and carried unanimously that the Commission express its appreciation to the individuals who had resigned for their assistance in the preparation of the Urban Design Plan and that it accept their resignations with regret.

At this point in the proceedings, Commissioner Porter absented herself from the meeting room for the remainder of the meeting.

Commissioner Fleishhacker remarked that there seemed to be a great deal of confusion in the community with regard to the Commission's disapproval of a conditional use application for a hotel at California and Joice Streets; and he felt that much of the confusion had resulted from an editorial in the San Francisco Chronicle which had completely misstated the facts. While that editorial had implied that the Commission had acted on a building permit application, the matter under consideration had actually been a conditional use application in a residential district. When conditional use applications are being heard, the City Planning Code requires the Commission to consider many factors including the question of need; and he pointed out that the application would probably have been disapproved even if the question of need had not arisen during the discussion. In any case, he pointed out that the burden of proof in such instances rests with the applicant.

Commissioner Mellon remarked that both the press and the Board of Supervisors had apparently been of the opinion that the staff report on the supply of hotel rooms in the city, which had been made public on the same date that the conditional use application was under consideration, had influenced the decision of the Commission on the application.

Commissioner Ritchie stated that his decision on the application had not been based on the staff hotel report but on other conditional use criteria such as the compatibility of the proposed use with other uses in the neighborhood, the desirability of the location for such a facility, access and traffic patterns, and off-street parking and loading facilities.

Commissioner Rueda indicated that he had reached his decision on the matter because of the same factors.

Commissioner Mellon, noting that the question of need had been discussed during the hearing, stated that he felt that the Commission should be careful not to base its decisions on economic considerations which may not be within its proper purview.

Commissioner Fleishhacker stated that the Commission has a right and an obligation to consider the need for facilities which are proposed as conditional uses in residential districts.

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. It is a history of a people who have been able to adapt themselves to a new and changing world, and who have been able to maintain their principles and ideals in the face of adversity.

The second of these is the fact that the United States is a nation of immigrants, and that its history is a history of the struggle for a better life. It is a history of a people who have come from all over the world, and who have been able to blend their different cultures and traditions into a new and unique American way of life.

The third of these is the fact that the United States is a nation of pioneers, and that its history is a history of exploration and discovery. It is a history of a people who have been able to venture into uncharted waters, and who have been able to find new lands and new opportunities.

The fourth of these is the fact that the United States is a nation of freedom, and that its history is a history of the struggle for liberty. It is a history of a people who have been able to fight for their rights, and who have been able to establish a government that is based on the principles of democracy and freedom.

The fifth of these is the fact that the United States is a nation of progress, and that its history is a history of innovation and achievement. It is a history of a people who have been able to create new technologies, and who have been able to make great contributions to the world.

The sixth of these is the fact that the United States is a nation of peace, and that its history is a history of the struggle for world peace. It is a history of a people who have been able to fight for a better world, and who have been able to establish a system of international relations that is based on the principles of peace and cooperation.

The seventh of these is the fact that the United States is a nation of hope, and that its history is a history of the struggle for a better future. It is a history of a people who have been able to dream of a better world, and who have been able to work for its realization.

The eighth of these is the fact that the United States is a nation of unity, and that its history is a history of the struggle for a united people. It is a history of a people who have been able to overcome their differences, and who have been able to stand together in the face of adversity.

The ninth of these is the fact that the United States is a nation of justice, and that its history is a history of the struggle for a just society. It is a history of a people who have been able to fight for the rights of the oppressed, and who have been able to establish a system of laws that is based on the principles of justice and fairness.

The tenth of these is the fact that the United States is a nation of love, and that its history is a history of the struggle for a world of love. It is a history of a people who have been able to love their neighbors, and who have been able to create a world that is based on the principles of love and compassion.

The eleventh of these is the fact that the United States is a nation of faith, and that its history is a history of the struggle for a world of faith. It is a history of a people who have been able to believe in a better future, and who have been able to work for its realization.

The twelfth of these is the fact that the United States is a nation of hope, and that its history is a history of the struggle for a better future. It is a history of a people who have been able to dream of a better world, and who have been able to work for its realization.

DISCRETIONARY REVIEW OF BUILDING HEIGHT FOR 236 HOUSING ON SOUTH VAN NESS AVENUE NORTH OF 19TH STREET (ASSESSOR'S 3590, LOTS 8 AND 9)

DISCRETIONARY REVIEW OF BUILDING HEIGHT FOR 236 HOUSING ON CAPP STREET SOUTH OF 20TH STREET (ASSESSOR'S 3610, LOT 46)

Robert Passmore, Planner V (Zoning), stated that both of the subject buildings had been brought before the Commission for discretionary review because they would be higher than the minimum figure of the 40 to 88-foot range which had been established as an interim height control for the subject properties by adoption of City Planning Resolution No. 6746. The apartment house to be constructed on Van Ness Avenue would have 44 dwelling units and a height of 85 feet. The second building, to be constructed on Capp Street, would contain 10 dwelling units and would have a height of 50 feet. Both buildings would be constructed under the Section 236 Federal Housing Program; and both apartment houses would be located in R-4 zoning districts. Both projects had been designed by the same architect for the same developer.

The Director distributed a draft resolution for approval which he had prepared for consideration by the Commission and recommended its adoption.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6771.

The meeting was adjourned at 3:30 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

DIRECTOR'S COPY

Minutes of the Special Meeting held Wednesday, October 20, 1971.

The City Planning Commission met pursuant to notice on Wednesday, October 20, 1971, at 7:30 p.m. in Room 282, City Hall.

PRESENT: James J. Finn, Thomas G. Miller, Mrs. Charles B. Porter, and John Ritchie, members of the City Planning Commission.

ABSENT: Walter S. Newman, President; and Mortimer Fleishhacker and Hector E. Rueda, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; Wayne Rieke, Planner IV (Zoning); Walter Stoll, Planner III - Transportation; James White, Planner II; John Phair, Planner II; Charna Staten, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

PUBLIC HEARING ON IMPROVEMENT PLAN FOR TRANSPORTATION (A Proposed Amendment To The Master Plan)

Allan B. Jacobs, Director of Planning, stated that the staff of the Department of City Planning had presented the Improvement Plan for Transportation--a proposal for citizen review--to the City Planning Commission on September 16, 1971. While budget considerations had limited the printing of the plan to 1,000 copies, the staff had attempted to distribute the available copies as widely as possible. One-hundred-forty-four copies of the plan had been mailed to community groups; and City departments and officials had received 153 copies of the plan. Other agencies had received 68 copies. Two-hundred-fifty-seven copies had been given to individual residents on request. The remainder of the reports would be used to fill future requests and for distribution at Public Hearings and community meetings.

With the use of photographic slides, the Director summarized the Improvement Plan for Transportation.

Commissioner Porter advised the audience that this would be the first of three public hearings to be held on the Improvement Plan for Transportation. The subsequent hearings have been scheduled for November 17 and December 1 at 7:30 p.m. in Room 282, City Hall. She noted that only pages 11 through 36 of the report were being proposed for adoption as a part of the City's Master Plan; and she requested that members of the audience should confine their comments to that section of the report.

The Director stated that the staff of the Department of City Planning would evaluate the comments and suggestions received from the three public hearings and prepare a summary paper of the comments and evaluations. Subsequently, a revised



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version of the Improvement Plan for Transportation would be submitted to the Commission in early January, 1972, for consideration as the Transportation element of the Master Plan.

Joseph Balanesi, Jr., President of the Parkside District Improvement Club, stated that the members of his organization objected strongly to the proposal to install street car tracks on Sunset Boulevard to provide a link between Taraval and Judah Streets. The Board of Supervisors had already held a public hearing on that proposal; and, as a result of strong neighborhood opposition, the Board had requested the Department of Public Works and the Department of City Planning to work with residents of the neighborhood to seek a suitable alternate for providing the transit link. He was hopeful that satisfactory solution to that problem would be achieved. Mr. Balanesi stated that other aspects of the Improvement Plan for Transportation were being reviewed by the Transportation Committee of the Parkside District Improvement Club; and he hoped that the comments of that committee could be presented to the Commission at one of the future hearings which have been scheduled.

Edgar Bissinger, representing the Pacific Heights Neighborhood Council, read the following prepared statement:

"We wish to express our support of the over-all transportation plan, particularly the area of improving public transit to make it more attractive than use of private automobiles, and the very sound concept that the Muni should be operated as a public service rather than on a dollar saving basis, a concept which the present Muni management seems completely unaware of.

"In terms of specifics as applied to our neighborhood we strongly oppose the re-routing of the 80 Leavenworth line away from the downtown area.

"This proposal would eliminate direct access to the Market Street and Stockton Street-Union Square retail areas now enjoyed by our neighborhood as well as large parts of the Polk-Van Ness district, Russian Hill and Nob Hill.

"This proposal is in conflict with the objective stated on page 28 of the Transportation Plan: 'Develop transit as the primary mode of travel to and from downtown'.

"For these reasons we urge retention of the present route for the 80 Leavenworth line."

Commissioner Finn asked if Mr. Bissinger would have any objection if the No. 80 bus went south of Market Street if the rest of the existing route were to remain undisturbed. Mr. Bissinger replied in the negative, indicating that his main point was that it should be considered essential to continue to provide service by way of the No. 80 Bus Line to the area in the vicinity of Mason and O'Farrell Streets.



Arthur Goedewaagen, 2283 37th Avenue, stated that he, also, was strongly opposed to installation of street car tracks on Sunset Boulevard; but he was confident that the issue of providing an alternative loop could be resolved. He also remarked that the City will have to absorb an increasing flow of automobile traffic from Northern San Mateo County until such time as San Mateo County joins the Regional Transit System; and, under the circumstances, he had been astonished by the fact that the Improvement Plan for Transportation had not called for an increase of capacity on Sunset Boulevard and that it had proposed that the Great Highway should be turned into a pastoral scene with a meandering road. While he recognized the need for additional parks in the City, he noted that the weather is often unpleasant at Ocean Beach; and he felt that a better approach than the one which had been recommended in the staff report would be to redesign the Great Highway to accommodate traffic from San Mateo County. An alternative means of accommodating that traffic, as suggested in the staff report, would be to connect Sunset Boulevard with Fulton Street beneath Golden Gate Park; however, since he felt that Fulton Street could not accommodate the additional traffic flow, he believed that it would be preferable to direct traffic from San Mateo County onto the Great Highway and then onto Geary Boulevard. In conclusion, he stated that he agreed in principle with many of the objectives and principles stated in the Improvement Plan for Transportation; however, he felt that many of the staff proposals needed a great deal of strengthening.

Theodore Walker, 625 Scott Street, identified himself as a member of the Muni Drivers Association. He stated that he agreed wholeheartedly with the concept that the Municipal Railway should not be considered as a moneymaking operation but rather as a public facility providing a service for residents of the community. He also agreed with the staff of the Department of City Planning that steps should be taken by the Municipal Railway to print schedules and maps which would make the system understandable to members of the public. He asked what would happen to the land presently used for Cross-over Drive in Golden Gate Park if a new tunnel were to be constructed; and, after the Director had indicated that the land would be returned to park use, Mr. Walker stated that he agreed with that procedure. However, he disagreed with Mr. Goedewaagen's proposal that the Great Highway should be developed as a thoroughfare for automobiles from San Mateo County; and he suggested that a better alternative would be to remove automobiles from the Great Highway altogether and to reseed the area for recreational use. In conclusion, he asked whether the number bus runs and the number of Municipal Railway drivers would be increased or decreased if the proposals of the staff of the Department of City Planning were put into effect.

Commissioner Porter emphasized that the Improvement Plan for Transportation dealt only with general principles and policies; administration of the Municipal Railway would continue to be the responsibility of the Public Utilities Commission.

Commissioner Finn stated that he was aware that some of the operating employees of the Municipal Railway were concerned that they might lose their jobs with the advent of BART. He emphasized however, that Federal Funds for BART had been made available only after approval had been given by representatives of 40 unions whose members might possibly be affected by the system; and, because of a

Federal law, positive assurance could be given that no employees of the Municipal Railway would lose their jobs because of BART. He indicated that the Public Utilities Commission had applied for and received a Federal Grant to cover two-thirds of the cost of the \$52 million dollar new equipment program; and, in addition, an application had been made for a two-thirds Federal Grant for the \$44 million plant improvement program of the Municipal Railway.

The Director stated that the staff of the Department of City Planning had not made any projections regarding the number of daily runs which would be made by the Municipal Railway if the objectives of the Improvement Plan for Transportation were achieved. He emphasized, however, that the Improvement Plan for Transportation implicitly calls for increased Municipal Railway service for the community.

Robert Mendelsohn, a member of the Board of Supervisors, felt that the Improvement Plan for Transportation provided an excellent comprehensive review of transportation issues in San Francisco. He remarked that the report had recognized environmental concerns as well as transportation concerns; and he was pleased that it had emphasized the need for improved alternatives to take the place of private automobiles. He noted that the residential environment of Lake Street had already been improved by the installation of stop signs; and he felt that similar projects should be undertaken in other residential areas of the City. He suggested that a detailed study should be made of the Municipal Railway, including an analysis of the use of mini-buses and the kinetic energy wheel. He also felt that a program should be undertaken for the establishment of protected bicycle paths throughout the City. He agreed with the "anti-freeway" emphasis apparent in the staff report. His main concern was that a gap might exist between adoption of the Improvement Plan for Transportation and the implementation of the policies and objectives which it contains. He noted that the following statement was contained on Page 14 of the report: "More coordination is required; reorganization and consolidation would be desirable as a part of a general restructuring and streamlining of City government. When that occurs, the creation of a single agency for transportation should be considered." In his opinion, the establishment of a tough transportation agency should be accomplished immediately and not put off until a general restructuring and streamlining of City government is undertaken; and he had indicated that he intended to introduce a resolution to the Board of Supervisors at its meeting next Monday which would call for the establishment of an investigating committee to explore means of implementing the Improvement Plan for Transportation and to prepare a Charter amendment for inclusion on the June ballot which would provide for establishment of a Transportation Commission. In conclusion, he stated that he did not agree with all of the proposals made in the Improvement Plan for Transportation; however, he was generally impressed with the excellence of the proposals which had been made by the staff of the Department of City Planning.

Mr. Laforgue, 1950 36th Avenue, stated that the comments which he had intended to make had been covered by previous speakers.

John D. Diamanti, 83 Divisadero Street, stated that he disagreed with the basic assumptions on which the Improvement Plan for Transportation had been based.

He did not feel that residential neighborhoods should be forced to have their streets turned into thoroughfares to feed automobiles to the Downtown district; and he did not feel that 25% of the space in the City should be reserved for automobiles. Instead of relying on a linear system of transportation, he felt that the City should plan for circular and concentric subway routes around the City with other routes radiating from the center to accommodate the movement of retail goods and people throughout the City. He referred to this as an "organic approach"; and, in illustrating his ideas on a map which he had posted on the wall, he remarked that a similar subway system has already been established in London. In his opinion, the City is facing a question of life over death; and he felt that the City could not afford to spend another penny to accommodate the automobile. In conclusion, he suggested that the Department of City Planning should come out from behind its "blue tinted windows" at 100 Larkin Street and begin to take an "organic approach" toward the solution of the city's transportation problems.

Commissioner Porter remarked that bumper to bumper automobile traffic still exists on Regent and Oxford Streets in London despite that city's excellent subway system. Furthermore, if the citizens of San Francisco were to be polled as to their views regarding transportation, she doubted if anyone would want to live in the City without their automobiles.

Richard E. Buike, 1730 12th Avenue, stated that he had abandoned automobiles 1½ years ago. While he had not experienced any great difficulty in getting to and from work, he had found it difficult to get around the City in the evenings and on the weekends because of the inadequacy of public transportation. He felt that the Improvement Plan for Transportation had been poorly publicized; and, even if it were to be adopted and implemented, he wondered who would be around to use the additional services since the population of the City is declining. He felt that much of the staff report was simply a "rehash" of material published in the Bion Arnold Report which was written 59 years ago; and he wondered if the staff of the Department of City Planning was familiar with that report. Since the population is declining, he challenged the validity of the staff's projections for the next 20 years; and he was extremely doubtful that the Central Business District would continue to provide increased employment. He wondered if the Department of City Planning could defend its statistics.

The Director stated that all sources of data used in the Improvement Plan for Transportation had been cited in a report on Transportation Conditions, Problems, and Issues which had been published by the staff of the Department of City Planning in January, 1971. The Director stated that he was not personally familiar with the Bion Arnold Report.

Commissioner Finn stated that he was familiar with the Bion Arnold Report; and he remarked that the report had been oriented much more towards engineering than the report of the staff of the Department of City Planning which had given a great deal of consideration to social and economic issues.

Mr. Buike felt that both reports were heavily oriented towards engineering. Furthermore, both reports had been downtown-oriented. He remarked that everyone

seems to be in favor of Rapid Transit -- for the other fellow; yet, no one will know whether anyone will use Rapid Transit until BART begins operation. Under the circumstances, he felt that further proposals for new rapid transit lines should be deferred until BART is in operation; and, during the interim, he felt that emphasis should be placed on improvement of the Municipal Railway system. He felt that many things could be done to improve the Municipal Railway; and one of the most obvious improvements would be to provide timetables for the convenience of the public.

Gene Morzenti, representing the Telegraph Hill Survival Association, stated that he was very interested in the Improvement Plan for Transportation. While he favored many of the objectives and policies it contained, there were some items with which he took issue. He stated that he was proud to have voted "no" on the bond issue for BART; and, although he acknowledged that BART is a tremendous enterprise, he felt that it would not benefit San Francisco. In fact, BART would only make it easier for the residents of the City to move to other Bay Area communities; and, as a result, San Francisco will inevitably face the same problems now being faced in New York City where only 20% of the people who work in the city also reside in the city. When BART is completed, people will be able to travel from Downtown San Francisco to Walnut Creek faster than they will be able to travel from Downtown San Francisco to the Marina or Richmond Districts; and he felt that steps should be taken to reverse that emphasis and to improve the quality of life inside San Francisco. He agreed with Objective No. 3 of the Improvement Plan for Transportation which stated that safe and pleasant space should be provided for pedestrians; and he felt that it would be desirable to widen sidewalks wherever possible. He remarked that the Director of Planning had previously suggested that Bay and North Point Streets should be turned into a one-way pair; and he regretted that nothing had been done to implement that proposal. He felt that many of the proposals made in the Improvement Plan for Transportation should be implemented; however, he felt that first priority should be given to projects which would not require the tearing up of local streets.

Charles Turner, representing Assemblyman Willie L. Brown, Jr., read the following statement which had been prepared by Mr. Brown:

"Unfortunately the Improvement Plan for Transportation only came to my attention yesterday when I was contacted by some residents of the Haight-Ashbury. While your reports are normally sent to me, in this instance a member of my staff had to pick up a copy of this particular Plan. Since it has come to me too late to deal with the report in its entirety, I would like to confine my remarks tonight to the single issue of the Fell and Oak Streets 'cut and cover.'

"I strongly disapprove of a Plan which would involve the cut and cover construction from Laguna to Baker with probable further expansion at a later date. I think that no matter what City Planning says today, any such construction will inevitably prove to be an irresistible argument for a freeway in the future.

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is divided into two main sections: the first section deals with the general situation of the country and the progress of the work during the year, and the second section deals with the results of the work during the year.

2. The second part of the report deals with the results of the work during the year. It is divided into two main sections: the first section deals with the results of the work during the year, and the second section deals with the results of the work during the year.

3. The third part of the report deals with the results of the work during the year. It is divided into two main sections: the first section deals with the results of the work during the year, and the second section deals with the results of the work during the year.

"I request that this recommendation be deleted from the Plan. I further would like to reserve the right to appear at the next Commission meeting in order to make additional comments on this report."

Ed Conroy, 1648 Great Highway, represented the Tides End Community Association (TEKA). He suggested that some of the comments which had been made by previous speakers regarding the Great Highway should be reconsidered. He pointed out that the beach is a great asset for the community; and, whereas almost any other city in the nation would have taken advantage of the opportunities provided by such a magnificent natural asset, San Francisco had been content to use the area for a "freeway". More recently, a proposal had been made to place a streetcar line along the Great Highway; however, after residents of the area had objected, consideration had been given to placing the street line on Sunset Boulevard instead. Now that residents along Sunset Boulevard had objected to having the streetcar line on that thoroughfare, the possibility of having the streetcar line located on the Great Highway was again under consideration. Mr. Conroy stated that the need for the additional streetcar line had developed because of a "blunder" on the part of the Municipal Railway; and he did not feel that the residents of the Great Highway should pay for that mistake. He stated that the Great Highway was originally conceived as an extension of Golden Gate Park; and he felt that it should finally be redesigned with that objective in mind.

Robert T. Murphy, 863 - 34th Avenue, suggested that the Municipal Railway should hold an open meeting to receive objections from the public regarding the quality of service presently being provided. He stated that the telephone lines at the Municipal Railway are always busy regardless of whether one phones in the daytime or at night. He also pointed out that no major north-south traffic artery presently exists between the Gough and Franklin Streets pair and Park Presidio Boulevard; and he felt that Divisadero Street should be improved with coordinated traffic signals and "no left turn" signs so that it could become a major carrier of north-south traffic. He also complained about the noise which is generated by the two-cycle diesel engines which are used by the Municipal Railway buses; and he felt that the City should refuse to buy buses with those engines in the future. He felt that the Municipal Railway should consider the desirability of buying smaller buses for certain runs. Mr. Murphy acknowledged the need for a cross-Sunset trolley line to relieve bottlenecks; however, rather than destroy the landscaping along Sunset Boulevard with such a line, he felt that the line should be placed either on 20th Avenue or on 35th Avenue. In fact, he noted that the Municipal Railway had originally planned to place the new streetcar line on 20th Avenue and he did not understand why that recommendation had been changed, particularly since the streetcars could be equipped with quiet wheels which would not create a great deal of noise in the residential neighborhood.

The Director stated that the streetcar line on 20th Avenue had been proposed only as a temporary measure to provide service if the Twin Peaks Tunnel were to be closed for reconstruction; and he indicated that residents on 20th Avenue had been strongly opposed to that proposal.



Mr. Murphy felt that the entire community would be affected indirectly if a streetcar line were to be constructed on Sunset Boulevard whereas only a few residents would be affected by a streetcar line on 20th Avenue. Continuing with his suggestions, Mr. Murphy remarked that the Municipal Railway provided no direct service from Diamond Heights to the Central Business District; and he felt that express bus service should be established between those two points. He also suggested that the City, and the Municipal Railway in particular, should offer the public a wider range of alternatives to the private automobile for getting around town. He stated that Municipal Railway drivers had published the only timetable which had ever been made available to the public; and even that move had met with disfavor from the administration of the Municipal Railway. A transportation commission should be established to control every phase of transportation in the city. He advised the Commission that he had counted 84 private automobiles and one police car parked in bus zones on a single run; and he felt that something should be done about that situation. He suggested that an express bus line should be established on California Street; and he felt that the No. 47 Potrero trolley bus line should be extended to the Marina District immediately. In conclusion, he stated that the Municipal Railway has a lower ratio of mechanics to buses than any other similar operation known to him.

John Wilson, 25 Baker Street, identified himself as a member of the Muni Drivers Association. He stated that his association is deeply involved in efforts to improve public transportation both for residents of the City and for the bus drivers; and he remarked that the management of the Municipal Railway seemed to be unwilling to listen to any suggestions. He felt that the Board of Supervisors had already vetoed the proposal to construct a new streetcar line along Sunset Boulevard; and, since that boulevard is one of the few streets in the city which has trees and grass, he felt that residents from all parts of the City would object if it were to be disturbed. He suggested that the Geary Boulevard bus line should be extended to provide service to recreational areas at Ocean Beach and at Lake Merced. He noted that objective one, Policy No. 7 of the Improvement Plan for Transportation suggested that possibilities for supplementary, privately operated transit services should be considered; and he asked if anyone on the staff or Commission could offer any suggestions as to how Federal, State, or local funds could be obtained to provide supplementary service for groups such as senior citizens and hospital outpatients. The Director stated that the staff of the Department of City Planning had not investigated the availability of Federal funds for such purposes.

Commissioner Finn stated that the Department of Public Health had applied for Federal funds to hire eight drivers to provide service from underprivileged neighborhoods to hospitals for elderly and lame people. Equipment owned by the Municipal Railway would be used to provide the service.

Mr. Wilson stated that the Commission's public hearing on the Improvement Plan for Transportation should have been given more publicity. He also suggested that the Commission should find out what people want before preparing its plans.

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Commissioner Porter reminded Mr. Wilson that the Commission would hold at least two more public hearings on the Improvement Plan for Transportation; and she indicated that the Commission had found that it obtains more constructive comments from the public if specific proposals are drafted before public hearings are held.

The meeting was adjourned at 9:55 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SUMMARY AND MINUTES
OF THE
CITY PLANNING COMMISSION
REGULAR MEETING
THURSDAY
OCTOBER 21, 1971
100 LARKIN ST.
1:15 P.M.

PRESENT: Commissioners Finn, Fleishhacker, Porter, Ritchie, Rueda

1:15 P.M. - Field Trip

1. Members of the Commission and staff departed from 100 Larkin Street at 1:15 p.m. to take a Field Trip to properties scheduled for consideration during the Zoning Hearing on November 4, 1971.

2:45 P.M. - 100 Larkin

2. Current Matters

Allan B. Jacobs, Director of Planning, advised the Commission that the report in this morning's paper to the effect that the Department of City Planning's basketball team had been defeated by Alvin Duskin's Committee for a Vote on High Rise last Saturday was erroneous. The Department of City Planning's team had actually won the game by a score of 98 - 44.

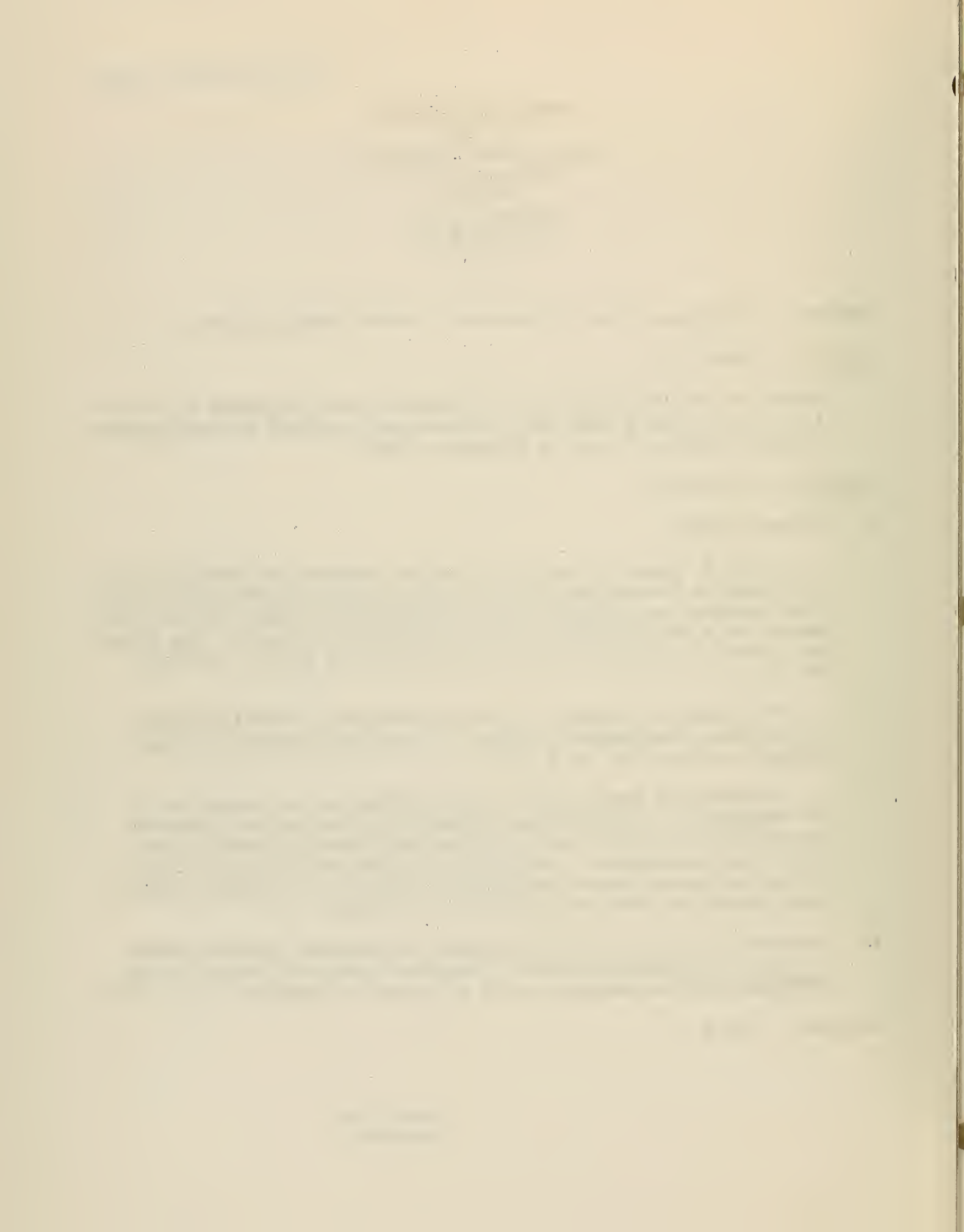
The Director informed the Plan Implementation Committee (Commissioners Finn, Fleishhacker, Porter) of a meeting scheduled for next Wednesday, October 27, at 3:30 p.m.

Commissioner Rueda asked if any consideration had been given to the enactment of a special sign ordinance for the portion of Mission Street between the 16th and 24th Street BART stations which has recently been re-designed. The Director replied that the staff would be willing to prepare such an ordinance if interest is expressed by merchant groups and other organizations in the area.

3. Discretionary Review of building height for proposed Apartment House at 2055 - 2065 Sacramento Street (Assessor's Block 640, Lots 13 & 14).
WITHDRAWN from Consideration today at request by applicant. Vote: 5-0.

ADJOURNED: 3:10 p.m.

Lynn E. Pio
Secretary



SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting, Thursday, October 28, 1971.

The City Planning Commission met pursuant to notice on Thursday, October 28, 1971, in Room 282, City Hall, at 2:15 p.m.

PRESENT: Walter S. Newman, President; James J. Finn, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker, and Thomas J. Mellon, members of the City Planning Commission.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meeting of October 21, 1971, be approved as submitted.

The City Planning Department was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director of Planning - Implementation (Zoning Administrator); Edward Michael, Planner III; Russell Watson, Planner I; and Lynn E. Pio, Secretary.

The staff of the Port Commission was represented by Miriam Wolff, Director of the Port Commission and by Eugene Sembler, Chief Engineer for the Port Commission.

President Newman introduced Cyril Magnin, President of the Port Commission and James J. Rudden, member of the Port Commission, who were conducting the meeting jointly with the City Planning Commission.

President Newman then made the following statement:

"As most of you will recall the Board of Supervisors in May of this year asked the City Planning and Port Commissions jointly to assemble in into one comprehensive document all of the plans and proposals, explicit as well as implicit, for our waterfront between Aquatic Park and the county line. Following public review and comment of that document, the Commissions will determine whether any amendments to the adopted Master Plan are appropriate. I would also note that the request of the Board of Supervisors also included the development of a detailed long range capital improvement program for maritime and other public needs along the waterfront, the evaluation of future shipping needs of the Bay Area and specifically the provision of the needs of the Port of San Francisco.

"The comprehensive document requested which is the map on the wall, has been on display at the Planning Commission offices at 100 Larkin



Street for the past several weeks and notices have been sent to public agencies and private groups and individuals who in the past have expressed an interest in waterfront plans and policies.

"The Port and Planning Commissions are meeting jointly today to hear your comments on the adopted plans and other proposals indicated on the map, but also any additional comments anyone may wish to offer."

Mr. Magnin expressed his appreciation to the members of the City Planning Commission and to the staff of the Department of City Planning for their cooperation in preparing the comprehensive document which had been requested by the Board of Supervisors. He then announced that he intended to recommend to his Commission that Piers 41 and 43, and, at a later date, Pier 39, be opened to access by the Public without cost to the taxpayers.

Allan B. Jacobs, Director of Planning, referred to the map which was posted on the wall of the meeting room, noting that it included information regarding plans and proposals for the Waterfront which had previously been offered by the Port Commission, the City Planning Commission, the Bay Conservation and Development Commission, and other Civic Groups. He also called attention to 18 specific issues relating to those plans and proposals which had been identified by the staff of the Department of City Planning; and he anticipated that those issues and perhaps others, would be discussed during the public hearing.

Alvin H. Balm, Jr., Deputy Director of the San Francisco Bay Conservation and Development Commission, read the following prepared statement:

"We are pleased to appear in response to the notice of this extraordinary joint public hearing of these honorable commissions. In accordance with the request in the memorandum that accompanied the notice, our comments will be brief, will not repeat more detailed comments that our staff has previously submitted to both Commissions, and will concentrate on the question: What, if any, amendments should be proposed for the comprehensive (master) plans which affect the waterfront? Time has not permitted review of this statement by the Commission, but we believe it reflects the policies of the San Francisco Bay Plan and the Commission.

"We wish to make several points:

"1. Northern Waterfront. The large map that the Planning Commission staff has prepared pursuant to the Board of Supervisor's resolution No. 278-71 lists several issues as between the city's plans and our Commission's plans for the Northern Waterfront. The large map states these issues as follows:

'Issue.8. Piers 1-7 and Piers 14-24: BCDC will not permit uses and coverage.'



'Issue 17. Piers 37-39: doubtful whether BCDC would approve uses and coverage.'

"We agree with this statement of the issues. Although we have been in continuing contact with the staffs of both of your commissions during the past several months, we have not had an opportunity until now to discuss with you personally the significant amendment of the San Francisco Bay Plan that was adopted by our Commission on June 3, 1971. While this amendment relates to obsolete piers wherever they may be around the Bay, clearly its greatest impact is in San Francisco. A copy of the plan amendment is attached to each copy of this statement so that each Commissioner may have an opportunity to examine its details at leisure, but let me present to you briefly what this amendment does.

"The amendment adds to the San Francisco Bay Plan a fifth type of 'fill' that is in accordance with the Bay Plan. This category would allow for the replacement of piers that have become obsolete through either physical deterioration or because changes in shipping technology make the pier no longer needed or suited for maritime use; the allowed replacement would be by pier rather than solid fill. Under the plan amendment, 'replacement piers' may be used for either public recreation or for 'Bay-oriented commercial recreation and Bay-oriented public assembly, defined as facilities specifically designed to attract large numbers of people to enjoy the Bay and its shoreline, such as restaurants, specialty shops, and hotels'; these commercial recreation and public assembly facilities may cover up to 50% of the square footage over the Bay that was covered by the obsolete pier removed. The amendment contains a number of additional provisions similar to those in sections of the city's planning code covering special conditional uses: for example, the volume (mass) of structures built on a replacement pier must be 'the minimum necessary to achieve the purposes of the project'. Finally, any replacement pier project must be consistent with a comprehensive special area plan for the geographical vicinity of the project, which plan the Bay Commission has determined to be consistent with the policies of its San Francisco Bay Plan.

"This amendment was adopted in June after four lengthy public hearings. It was adopted by a vote of 23 to 1, because in the Commission's view it would permit and encourage renewal of the Northern Waterfront for the benefit of all. We hope that your plans for the Northern Waterfront, at the completion of the process in which you are now engaged, will recognize the opportunities as well as the limitations contained in the amended BCDC San Francisco Bay Plan.

"2. Central Waterfront

"a. Public Access. In our statement to the City Planning Commission at the meeting of June 17, and in our letter of June 18 to Miss Wolff, the Port Director, our staff made detailed comments on the



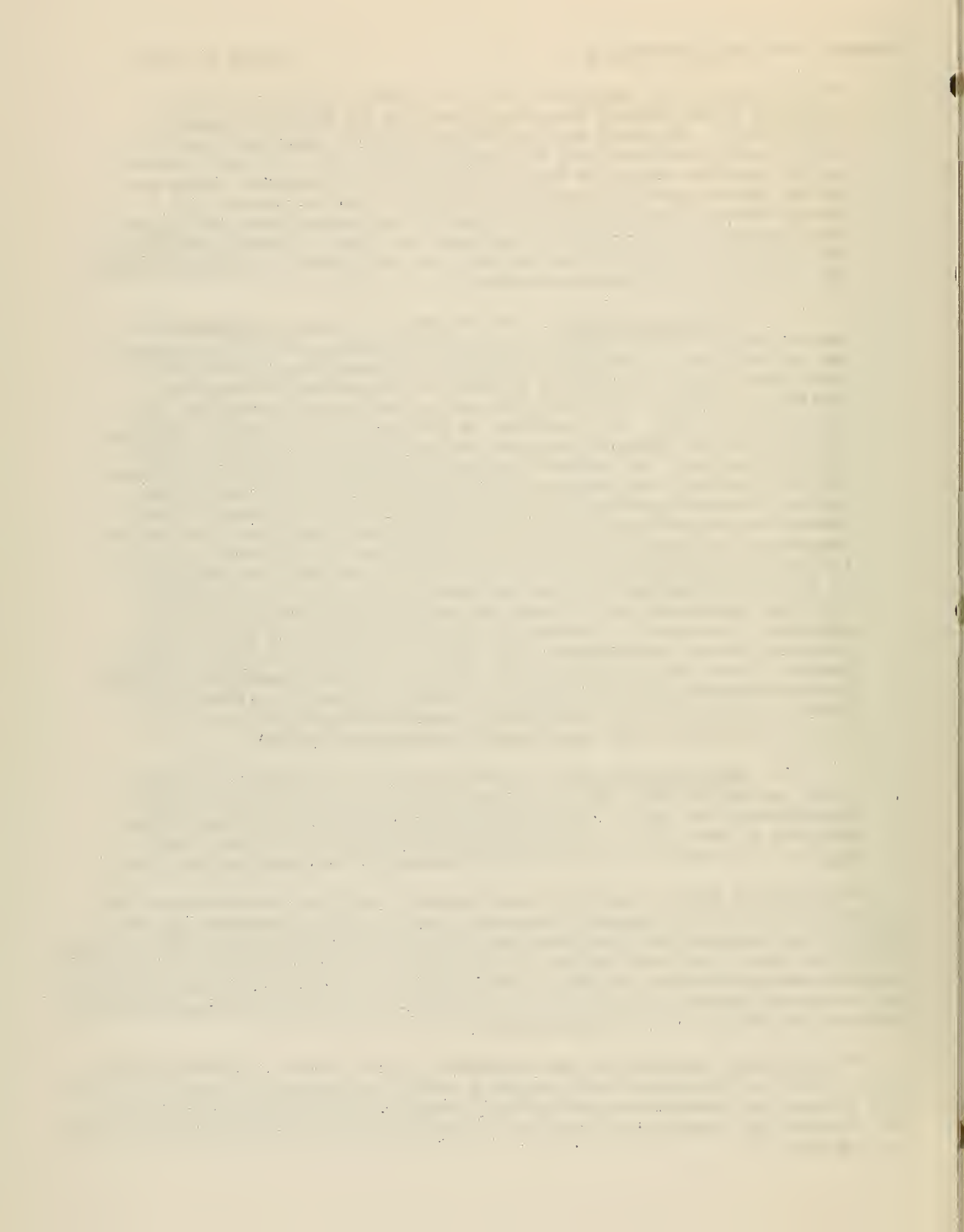
draft plans of your respective staffs for public access to the Bay shoreline in the Central Waterfront (from the Bay Bridge to south of Islais Creek). As noted then, we believe that the respective draft reports can be combined into an excellent master plan for public access to the shoreline along the Central Waterfront (our comments having suggested certain specific questions that such a combined master plan should address). As noted then, we are of the opinion that such a plan must include not only physical proposals, but also a carefully thought-out program of implementation including the assignment of responsibilities and designation of financing sources.

"b. Maritime facilities. We note that the Board of Supervisor's resolution No. 278-71 requests that the Port Commission, with the advice and collaboration of the City Planning Commission, develop 'detailed long range capital improvement program for delineation of long term maritime...needs in the waterfront area..., to include revenue as well as expenditure data' and 'undertake an evaluation of the future shipping needs of the San Francisco Bay area and project the needs of the Port of San Francisco.' We believe that such evaluation, projection of needs, and detailed long range capital improvement program are essential components of master planning for maritime portions of the Central Waterfront, and the existence of this evaluation, needs-projection and capital improvement program would be of great assistance to our Commission in its job of evaluating regional Port needs. As you know, the evaluation of future shipping needs of the San Francisco Bay area is a difficult task; how to perform it is a question upon which the experts have no agreement, but we offer whatever assistance our staff can give to these endeavors by your commissions. One question exists as a result of this, however: Would it be premature for the City Planning Commission to adopt specific physical plans for additional large maritime facilities in the Central Waterfront until completion of such evaluation, projection of needs, and detailed long range capital improvement program?

"3. South Bayshore Plan. As the notes to the composite map indicates, we are now in a period of uncertainty as to whether the Southern Crossing will be built. The decision will be made by the voters of the Bay Area in June, 1972. If the Southern Crossing is not built, there may be a need to re-examine many elements of the South Bayshore Plan."

Commissioner Porter, expressed some confusion over the jurisdiction of the Bay Conservation and Development Commission, asked if that Commission has the authority to interfere with decisions which the Port Commission might make relating to Maritime uses. Mr. Balm replied in the negative. He stated that the Bay Conservation and Development Commission serves both as a planning body and as a permit review agency; however, in pursuit of both functions, the Commission must reach its decisions on the basis of existing statute.

George Tsang, representing the Department of Public Works, informed the Commission that his Department would prepare a written statement for submittal to the City Planning and Port Commissions after a careful review has been made of all of the proposals and comments indicated on the map which was posted on the wall of the meeting room.



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Richard Gryziec, representing the San Francisco Tomorrow, submitted and paraphrased the following written statement:

"San Francisco Tomorrow has reviewed the assembled official plans for the San Francisco Waterfront and has concluded that the Planning Goals are drastically wrong and that the planning strategies will prove disastrous.

"The official plans reveal that the waterfront will continue to be treated as common real estate available for maximum private profit rather than as a rare natural resource available for maximum public enjoyment.

"Further, the plans demonstrate a greater concern for moving more and more automobiles instead of creating a more moving human environment.

"These wrong headed official plans are furthered by several disastrous strategems:

"a. The City and Port, using public funds, are bringing suit against the Bay Conservation and Development Commission in order to weaken that agency's abilities to guard the Bay.

"b. The City and Port are continuing their encouragement of massive, inappropriate commercial construction over the waters of the Bay.

"c. The City and State Highway Department are attempting to line the San Francisco Waterfront with high-speed roads from Candlestick Park to the Marina Green. Specifically objectionable are the proposed Hunter's Point Freeway, the existing Embarcadero Freeway, the proposed Maritime Parkway surface freeway. Also unacceptable is the proposed 5000 car parking facilities within Fisherman's Wharf.

"Upon realizing how the official plans could destroy so many parts of our city, San Francisco Tomorrow sponsors a waterfront plan whose goals are:

"a. Maximum public enjoyment.

"b. Predominantly human environment.

"And whose strategies are:

"a. Maximum cooperation with BCDC recommendations.

"b. Only Maritime and water-oriented park or recreational development over Bay waters.

"c. Emphasis on public transit solutions to commuter and visitor circulation requirements.



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"The San Francisco Tomorrow Waterfront Plan, as prepared by architect Richard Gryziec, focuses on the area between the Bay Bridge and Fort Mason but its main ideas are applicable to the entire waterfront.

"The Plan features several ideas for reducing automobile traffic through the area:

"a. Marin commuters are provided with increased transit service: Expanded ferry service to a new Ferry Terminal, expanded bus service with express lanes over the Golden Gate Bridge and through San Francisco to the new bus terminal in Yerba Buena Center. (Peak hour Marin commuter automobile traffic is thus reduced up to 25%).

"San Francisco visitors are provided with additional tourist areas in order to maintain visitor interest in the city and avoid over concentration at any one area, particularly Fisherman's Wharf-Aquatic Park.

Nihonmachi	Yerba Buena Center
Fillmore Center	Ferry Building
Mission District	

"These proposed and existing tourist attractions are connected by attractive, enjoyable entertainment transit systems:

"Powell cable car connections to Fisherman's Wharf, Chinatown, Downtown, and Yerba Buena Center.

"Hyde Street Cable Car connections to Aquatic Park, Chinatown, Downtown, and Yerba Buena Center.

"A waterfront horse and carriage or double deck touring bus route connection with the Ferry Building, Fisherman's Wharf, Aquatic Park and the Palace of Fine Arts.

"In addition, Bay Area San Francisco visitors are provided with increased public transit service:

"BART, excursion buses and ferries from East Bay

"BART, excursion buses and trains from the Peninsula

"Excursion buses and ferries from Marin.

"With automobile traffic through the area reduced by public transit service to a 4 lane Bay-Embarcadero-Battery public access street and 2 lane Embarcadero port access street between Battery and Broadway, dramatic land use possibilities result:

". An almost continuous pedestrian-oriented park and recreation belt from Fort Mason to the Ferry Building.



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"Aquatic Park and Fisherman's Wharf areas free from automobile traffic and congestion.

"North Point Park and public-viewing Aquarium in place of Piers 37-41 and the Embarcadero.

"A variety of public recreation facilities opposite Piers 9-35 which serve North Beach, Chinatown and new development residents.

"Local housing.

"An expanded Embarcadero Plaza extending from Broadway to Mission Street.

"A new tourist attraction formed by the Ferry Building, a new Ferry Terminal, celebrity ship docks to the south of the Ferry Building, and a Barbary Coast adult entertainment center (with all establishments on boats like that of Walter Lander) to the north.

"Both the City and Port benefit from this plan because useful land now given over to unnecessary existing and proposed highways is returned to appropriate development and the tax rolls.

"Land now in State right-of-way from the Embarcadero Freeway which is conservatively valued today at over \$9,000,000 is made available to appropriate development with lease income assigned to payment of unamortized freeway value and demolition expenses.

"Land now in right-of-way within Port of San Francisco boundaries which is conservatively valued today at \$11,000,000 is made available to appropriate commercial and residential development with lease income made available to waterfront park construction and maintenance expenses.

"Other existing inland property both within and outside port boundaries is increased in value by this plan, leading to appropriate development and a corresponding increase in the tax rolls."

Richard N. Goldman, representing the Citizens' Waterfront Committee, read and submitted the following statement:

"The Citizens' Waterfront Committee welcomes the opportunity to comment to this joint meeting of the Planning Commission and the Port Commission on the plans for future development of the San Francisco Waterfront.

"We trust that your deliberations will be put into the perspective which relates to overall needs and desires of the community. To do this you must bear in mind the fact that crowded conditions, unrest and frustrations can be relieved in great measure by providing recreational

facilities for the people. Major portions of the City's eastern waterfront area are critically needed to meet these obligations for public use. This is an area which enjoys the best weather, and is closest to those neighborhoods that are most overcrowded with families that have the lowest income level, and who suffer from extreme shortage of recreational facilities. Most of these people cannot escape to the country on weekends. They are entitled to open space along the waterfront.

"In the past, the Citizens' Waterfront Committee has been critical of certain Port actions which have ignored the interests of the public in attempting to develop revenue for the Port. CWC sincerely believes-- and we feel that the Port Commission is also becoming aware that the needs of the Port to maintain and expand shipping facilities are compatible with development of substantial areas of the waterfront for public use.

"Therefore, the Citizens' Waterfront Committee endorses Proposition B and urges a YES vote on this important bond issue. We accept the position of the Port that the containerization facility will be self-liquidating, and we particularly note that \$1,000,000 has been allocated for public access and recreation facilities, plus \$1,500,000 for environmental protection.

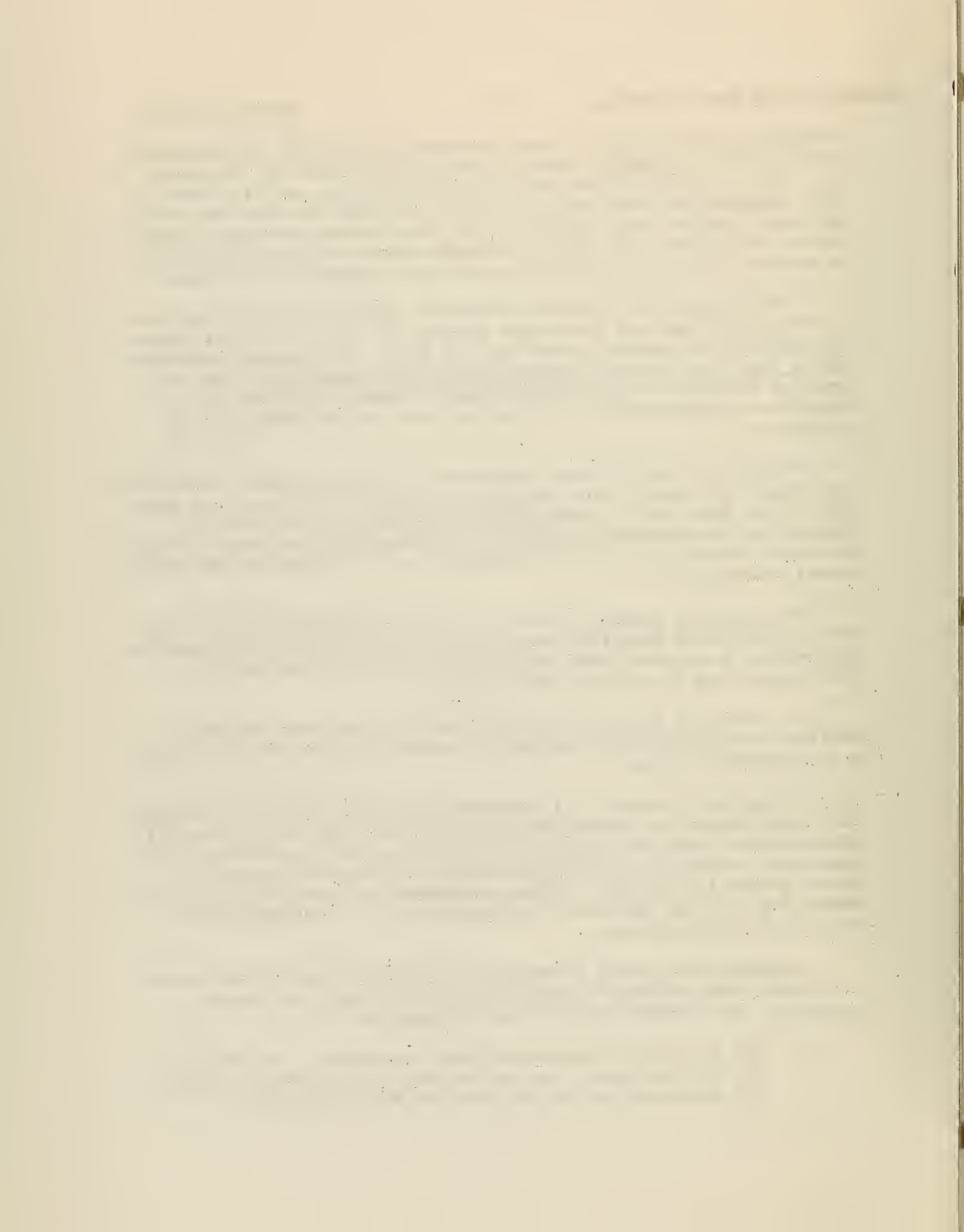
"We accept the position of the Port staff that the \$70 million of development in the past five years, plus the \$34 million represented by Proposition B are predicated on sufficient income to amortize the indebtedness and to maintain the operation.

"We recognize that the Port receives an income from some non-maritime uses which should continue to support Port operations during a transitional period.

"Ultimately, however, all waterfront areas not needed for shipping facilities should be transferred to the City to be devoted primarily to public marine parks and other public recreation facilities with private commercial development in these areas only as needed to support the public recreation program. Future development of waterfront areas not needed for maritime use should be transferred to a City agency other than the Port Commission.

"Assuming this policy is explicitly adopted as part of the future waterfront plan, Citizens' Waterfront Committee urges its approval subject to the following revisions and refinements:

- "1. All uses shall conform with BCDC regulations. Incidentally, the plan now shows uses on the Bay, such as offices, which are prohibited by the Bay Plan and BCDC regulations.



- "2. All developments shall conform with BCDC bulk limitations.
(The plan does not limit bulk except for height regulations.)
- "3. The proposed Maritime Parkway should not be built because The Embarcadero has adequate capacity to carry present and anticipated future traffic. The Embarcadero should not be used for storage and will not be needed to accommodate Port traffic exclusively as obsolete north waterfront piers are phased out. The land needed for the right of way is extremely valuable for waterfront-oriented uses, and the 250 foot wide corridor to accommodate the Parkway, the Belt Railroad and the Embarcadero would be formidable barrier to public access.
- "4. The elevated Embarcadero Freeway should ultimately be removed. The below grade concept suggested by the Citizens' Waterfront Committee report should be studied in depth as a practical solution.

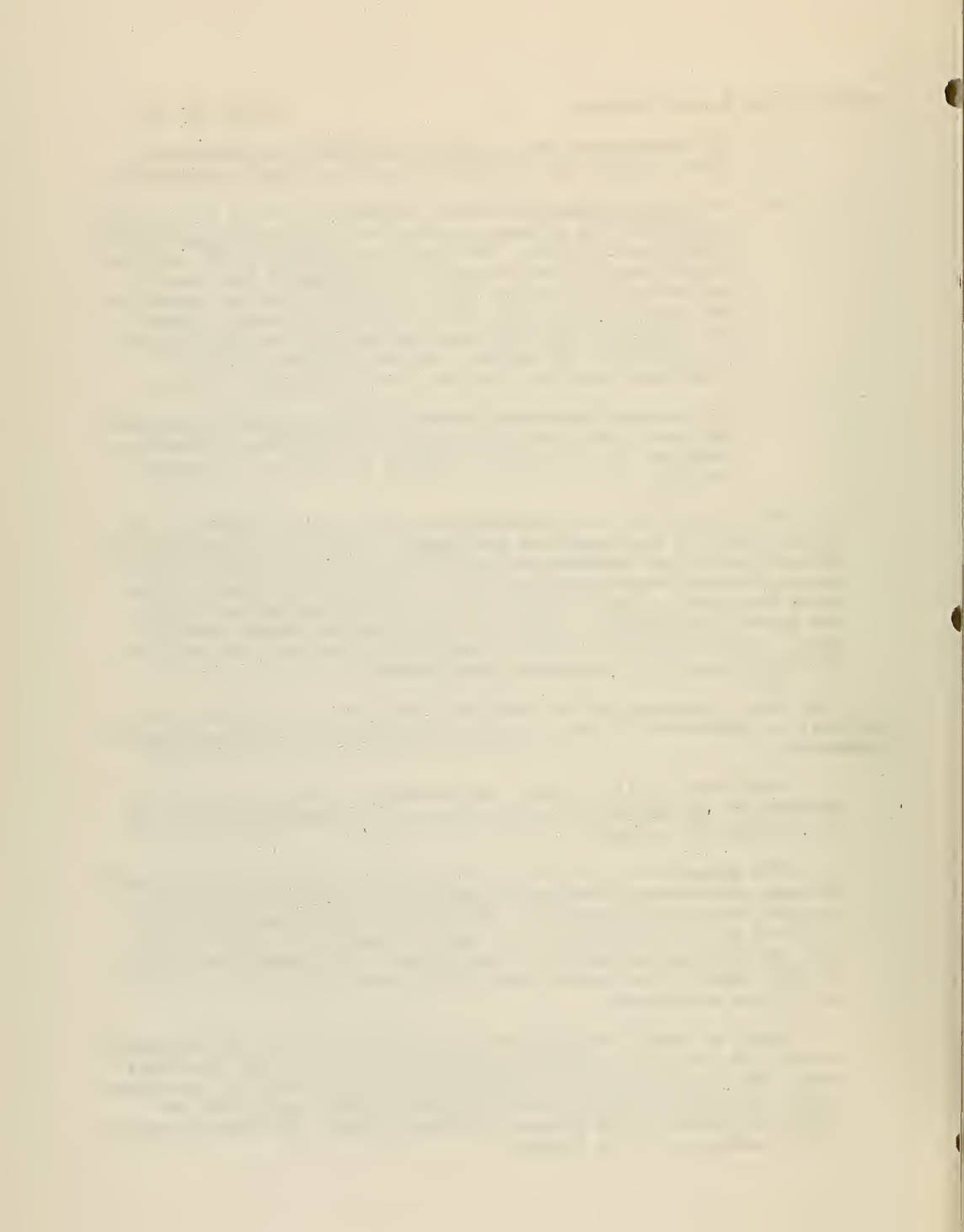
"The results of your deliberations can have a major effect on the future course of our waterfront development. We do not believe that the proposal before you has been adequately prepared and we urge you to carefully review recommendations such as those of the Citizens' Waterfront Committee in conjunction with others before presenting a plan to the Board of Supervisors. Many civic organizations support the CWC plan - others will join us - Most importantly, the people are with us, and your charge is to respond to their wishes."

John Coney, representing the Waterfront Committee of the Potrero Hill Residents and Homeowners Council, read and submitted the following prepared statement:

"The Potrero Hill Residents and Homeowners Council calls for the deletion of the following specific items in the Comprehensive Plan for the Northern Waterfront:

"The Council calls for the deletion of the proposed elevated segment of route 280 between Fourth Street and both the southern stub of the elevated Embarcadero Freeway and the San Francisco Oakland Bay Bridge. It is the policy of the Council to oppose elevated auto rights of way near the water on any part of the waterfront. The Council also opposes any auto rights of way which impede public access by foot or car to any part of the waterfront.

"While no ramps descending from the northern stub of the Embarcadero Freeway are indicated in The Comprehensive Plan for the Northern Waterfront, the Council fears that the next logical step after the connection of the Southern Freeway (route 280) to the southern stub of the Embarcadero Freeway to the proposed Maritime Parkway. The Council opposes such a connection in the future.

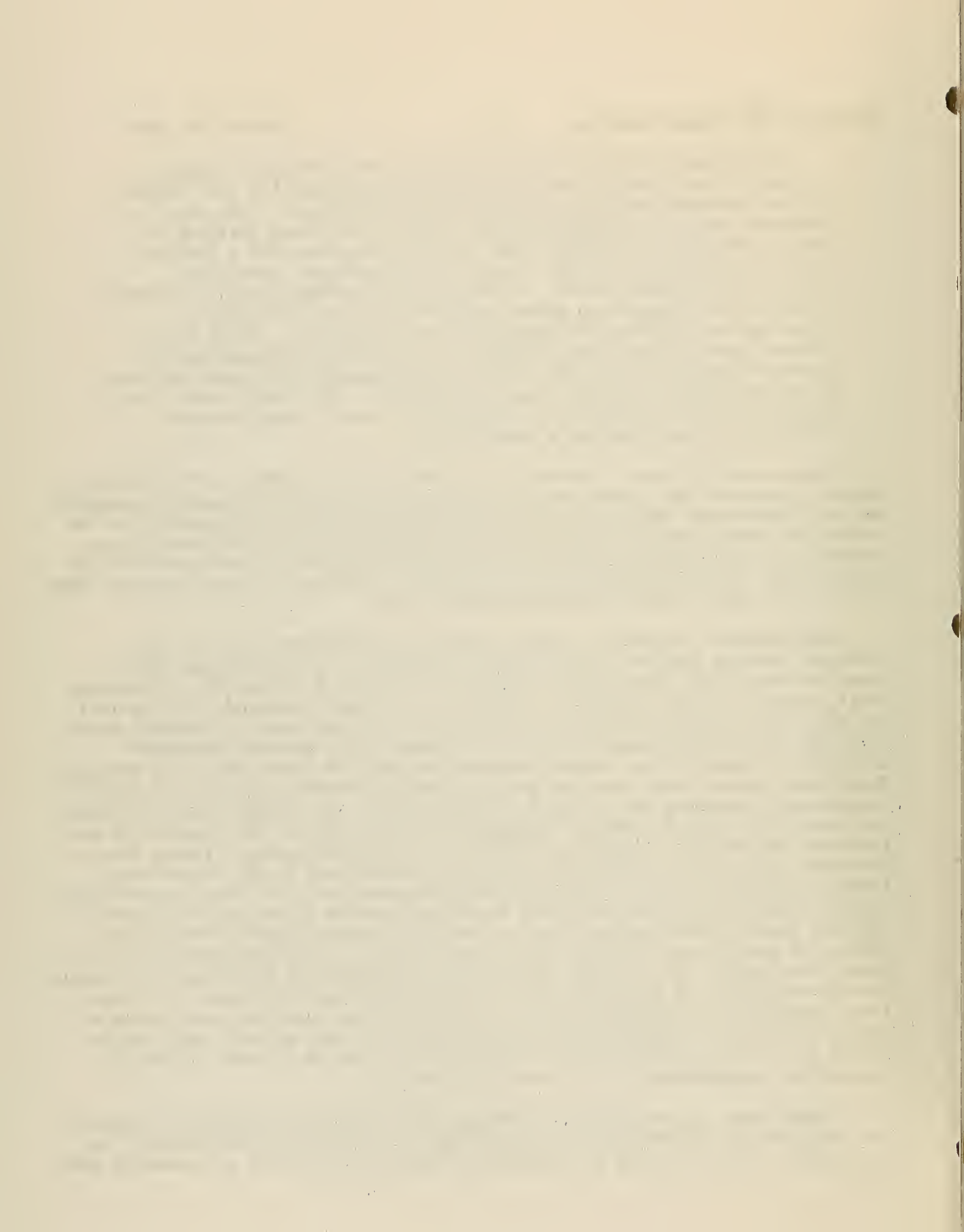


"The Council calls for the deletion of the indicated 'Possible STOL Port' site shown in the Northern Waterfront Land Use Plan segment of The Comprehensive Plan for the Northern Waterfront. This site is indicated between Piers #36 and #44, south of the Ferry Building as part of the port facilities. The Council feels that such a facility has no place within the city limits of San Francisco, excepting possibly on Treasure Island. A STOL port on the Embarcadero would add to the traffic congestion there, which would in turn encourage extension and additions to freeway routes in the area. Short take-off and landing type aircraft operating on regular schedules and/or executive aircraft would add to the already considerable noise pollution in the southern residential areas of the city. The Council feels that such an airport would not be a suitable maritime or water related activity for San Francisco's Waterfront."

Elaine Sundahl, also a member of the Potrero Hill Residents and Homeowners Council, expressed her appreciation to the staffs of the City Planning Commission, the Port Commission, and the Bay Conservation and Development Commission for the cooperation which they had extended to her organization as it had prepared and promoted a plan for the central waterfront. She felt that implementation of the plan for the Central Waterfront would benefit all residents of San Francisco, many of whom have never visited the Central Waterfront.

Gene Morzenti, representing the Telegraph Hill Survival Associations, submitted letters from Mrs. Ellen Biaone, president of Sts. Peter and Paul's School Mothers Club, Fred Biagini, president of B. and H. Motors Inc., Thomas N. Foris, general manager of Robert B. Liles Inc., Gerhard Lowenthal, Principal of the Washington Irving School, and Achille H. Muschi, President of the North Beach Merchants and Boosters Association and President of the Broadway Merchants Association. Each of the letters expressed support for extension of the existing Embarcadero Freeway ramp into the proposed Maritime Parkway in order to relieve congestion on Broadway and in the North Beach Area. Mr. Morzenti also submitted and summarized various newspaper clippings which pointed out the benefits of constructing the Maritime Parkway and linking it to the Embarcadero Freeway ramps. He stated that he had originally opposed the construction of the Embarcadero Freeway; however, since the freeway exists and since there is little possibility that the structure will be torn down in the foreseeable future, he felt that the existing ramps of the freeway structure should be connected with the Maritime Parkway to keep through traffic off of local streets in the Telegraph Hill and North Beach areas. If a miracle should occur through which funds may be available for the demolition of the Embarcadero Freeway structure, demolition of the new ramps connecting the freeway with the Maritime Parkway would add very little to the overall cost of removing the structure. In any case, he felt that traffic should be on the peripheries of the city instead of being allowed to disrupt residential neighborhoods in the center of the city.

Robert Katz, representing the Telegraph Hill Dwellers Association, regarded the composite map of the Waterfront which had been prepared by the staff of the Department of City Planning as an extremely useful tool for use in assessing what

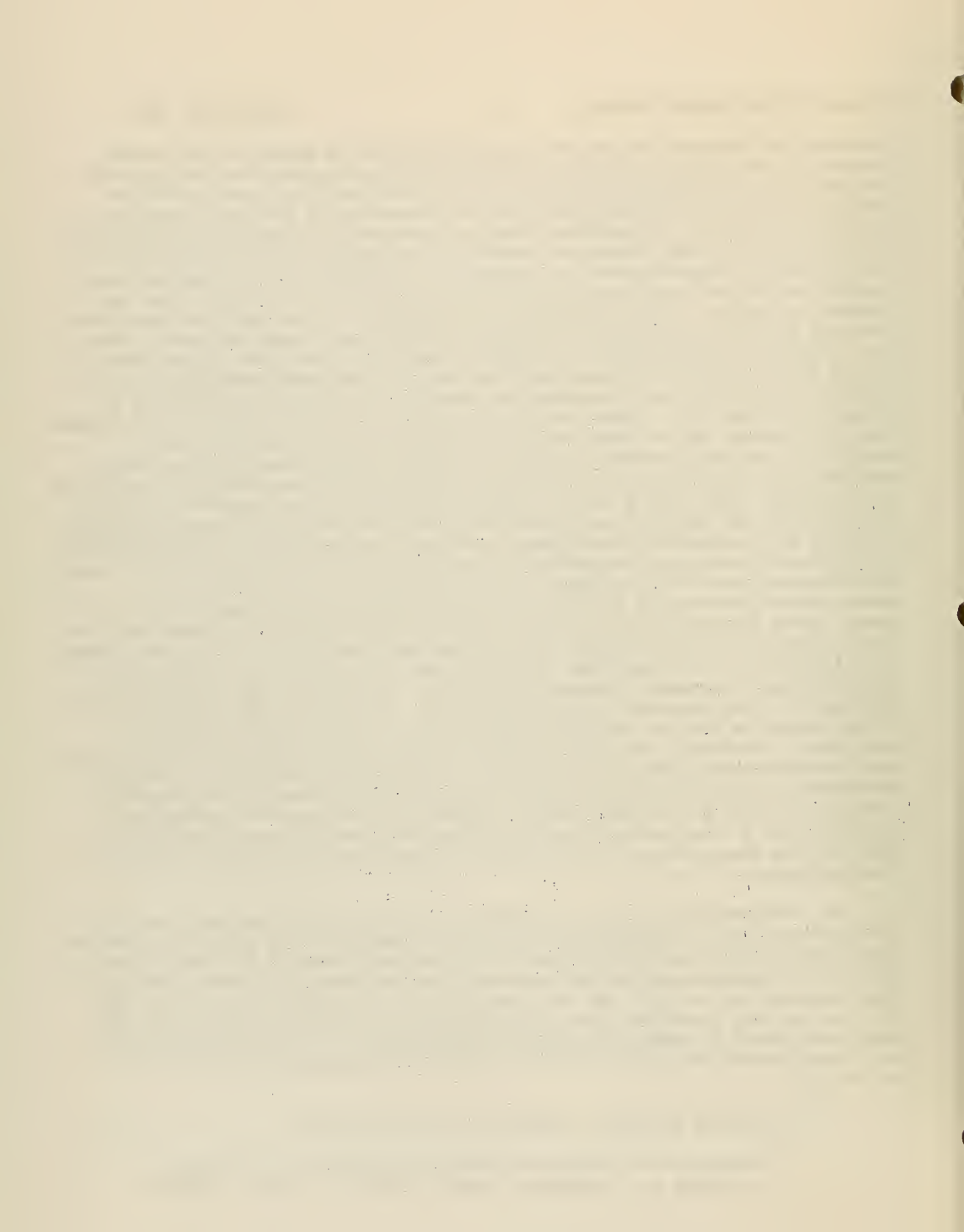


progress had been made in the past and what progress is needed in the future. Personally, he felt that the plan reflected many encouraging features including proposals for the Central Waterfront and South Bayshore districts as well as certain proposals for height limits and open space in the northern waterfront. He felt that much of the progress which had been made in waterfront planning had been marked by citizen initiative however, he recognized that the Department of City Planning's responsiveness to neighborhood interests and concerns had been a significant factor in achieving many of the specific proposals which were reflected on the map. He had regarded the Bolles plan for the Northern Waterfront as being far too timid when it was first completed; and, given the events which had transpired in the interim, he believed that the Bolles plan was not clearly out of date. Initially, it was said that massive commercial development at the expense of public use was necessary and unavoidable to assure the economic advisability of the Port. More recently, however, the state legislature had amended the port transfer act to lower the City's financial responsibility; and, in addition the Port Commission itself had shown an increasing awareness of the desirability of making certain portions of the waterfront available for public use. Mr. Katz also noted that a study of the Waterfront had been prepared by a group of architects for the Citizens' Waterfront Committee which had demonstrated that moderate scale commercial development on no more than one-third of the waterfront could support open space and public recreation on two-thirds or more of the waterfront without cost to the taxpayer; and, in addition, the study had also enumerated many sources of funding which had previously been ignored in the most part. Under the circumstances, Mr. Katz felt that it should be evident that the city cannot afford anything but the most creative community use of our Waterfront on a large scale, since knowledge and skills are now available to build both a prosperous and a community oriented waterfront. He believed that planning could no longer be kept separate from implementation. Rather, he felt that a bold effort should be made to use all economic as well as all physical resources available to produce a valid plan which would be worthy of one of the potentially most beautiful waterfronts of the world. In addition to achieving a beautiful waterfront, such a plan should also restore public confidence in the planning process, mobilize public anticipation, provide critically needed recreational facilities on a large scale for use by various city neighborhoods, provide jobs, and open the possibility of low and middle income housing of inland portions of the waterfront.

Mr. Katz noted that the South Bayshore and Potrero Hill proposals had been incorporated into a composite map which was on display on the wall of the meeting room; and he urged that the proposals which had been prepared for the Citizens' Waterfront Committee and for San Francisco Tomorrow should be incorporated into the composite map as well. He felt that many of the concepts shown on the map for the northern waterfront were outdated; and, in many respects, he felt that additions should be made to the amount of open space. He also remarked that he was firmly opposed to certain features of the composite plan, including the following:

"# Offices and other commercial uses over the Bay.

" This does not conform with ECDC regulations and is illegal.
How could your Commission possibly adopt an illegal concept?



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"# We are opposed to a noise-polluting Heliport on the Waterfront or a STOL Port.

"# We have opposed the so-called 'Maritime Parkway' from its inception. It would form a formidable barrier between the water and the city.

" We endorse the opposition by SPUR, San Francisco Tomorrow and Citizens' Waterfront Committee.

"# We cannot agree with the preponderance of commercial development, at the expense of public open space (and we don't consider the 'Maritime Parkway' or parking as public open space...).

"# The excessive height limits on either side of the Ferry Building.

" They were adopted to 'ease the development pressures' for even higher limits. As we all know, this device did not work but merely wetted the appetite of the US Steel Project.

" Now that it has been demonstrated that moderate development of no more than 1/3 of the waterfront is ample, these excessive height limits should be reduced to 40 feet.

" This would be in line with the explicit aims of your own master plan which calls for the 'protection of the physical prominence of the Ferry Building' (P. 18)."

Commissioner Fleishhacker asked if Mr. Katz is a member of the Citizens' Waterfront Committee. After Mr. Katz had replied in the affirmative, Commissioner Fleishhacker asked if that organization had acted to endorse the report which it had received from its consultants. Mr. Katz replied that the Citizens' Waterfront Committee had voted to approve the report in principle although individual members of the Committee had expressed differences of opinion regarding features of the report. His own disposition was to question the desirability of the recommendation made by the consultants that responsibility for handling the Waterfront development should be assigned to the City's Chief Administrative Officer.

Commissioner Fleishhacker remarked that the main key to the plan which had been prepared for the Citizens' Waterfront Committee seemed to be related to the assumption that proper development of one-third of the Waterfront would provide sufficient sources to enable the remaining two-thirds of the Waterfront to remain available to public access; and, in view of the importance of that assumption to the proposals to which were contained in the report, he wondered if the data on which the assumption had been based could be made available for his view.

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Lawrence Livingston, Jr., one of the consultants who had prepared the report for the Citizens' Waterfront Committee, stated that he would be willing to make the figures available to Commissioner Fleishhacker.

Gardner Mein, a member of the Citizens' Waterfront Committee, stated that the report had been approved in principle by the executive committee of the organization and not by the membership as a whole.

Marcelee Chasmere, representing Eloise Westbrook of the Bay View Hunters Point Model Neighborhood Agency, stated that many changes had been made in her neighborhood since her arrival in the area in 1945; and she hoped that the various proposals which had been made for projects along the southern waterfront, including facilities of the port, would add to the beauty of the area. She stated that she would prefer that the Hunter's Point Freeway not be constructed in the neighborhood unless it is needed.

Rebecca Evans, treasurer of the Sierra Club, read and submitted the following prepared statement:

"The San Francisco Bay Chapter of the Sierra Club endorses the concepts of the Citizens' Waterfront Committee report and would like to stress the following concerns:

"Further use of San Francisco's waterfront and bay vista areas as roadways for non-recreational and non-local travel should be discouraged. The Embarcadero and existing rail lines already present an ugly barrier to citizen and visitor alike. Automobile and truck traffic should not be allowed to strangle the access to the Bay. With the decline of shipping traffic, property surplus to the needs of the Port of San Francisco should not be treated as real estate, but should be administered by another city agency with prime attention given to recreational areas. The extent of development should be limited to that necessary to pay for these facilities.

"City neighborhoods adjacent to the Bay tend to have the most critical recreational needs. The Chinatown playground is in a concrete canyon and the bridge from the Holiday Inn to Portsmouth Square has subtracted additional open space which is at a premium. The proposed Maritime Parkway would enlarge the 'no man's land' which obstructs the pedestrian use of the waterfront, disrupt neighborhoods, proliferate automobile traffic in the congested North Beach-Northern Waterfront and extend the Embarcadero Freeway. The limited recreational use of the Northern Waterfront would be further restricted. Any roadway construction in this part of the city should be modernization to aid necessary traffic and emphasis should be placed on beautification and improvement for pedestrian, bicycle, and limited public transit. Additionally, at a recent House Subcommittee hearing on the proposed Golden Gate National Recreation Area, the Bay Chapter supported the view that Baylands south of the Bay Bridge be studied for possible inclusion in the recreation area. Our waterfront lands are one of our greatest assets as a city and should be developed for the enjoyment of many, not as prime real estate.

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"If the Maritime Parkway is extended from the Embarcadero Freeway the traffic using the one-way couples of Northpoint and Bay Streets will abut at Fort Mason. The present difficulty of using the automobile as the prime mover of people between San Francisco and Marin should remain. The undergrounding of this traffic to the Golden Gate Bridge is extremely improbable due to the cost. The effect of additional traffic on the already congested Golden Gate Bridge must be carefully weighed along with the fact that the premium open space of Fort Mason will again be threatened, not by high-rise buildings, but by the ubiquitous automobile.

"City residents who insist on high speed traffic lanes in other parts of the City must realize that this may eventually threaten the uncongested streets in their own neighborhoods. An additional environmental concern may be seen in the statement made last week by an official of the Environmental Protection Agency who said that cities must move to restrict automobile traffic in order to meet air pollution standards or face possible Federal intervention."

Barney Gould, 190 Belgrave Avenue, remarked that tourism is San Francisco's principal industry; and he felt that the city's waterfront should display the best that the City has to offer. He noted that both the United States of America and the City of San Francisco will celebrate their 200th anniversaries in 1976; and he felt that consideration to the possibility of upholding an international exposition during that year which could provide the means for realizing many of the improvements proposed in the composite plan for the Waterfront.

Michael Fischer, representing the San Francisco Planning and Urban Renewal Association, stated that his organization had supported the Bolles Plan for the Northern Waterfront as the minimum acceptable plan for development of that area; but they continued to feel that Bolles' Plan had under emphasized the importance of open space and that it had placed too much emphasis on industry and commerce. SPUR had opposed and continued to oppose the proposed Maritime Parkway because it would act as a buffer which would keep people from the water. Mr. Fischer felt that more open space should be provided at the water's edge for tourists and for residents of the densely populated areas adjacent to the Waterfront; and he suggested that a more explicit attempt should be made to bring forward proposals for a broad mixture of housing near the waterfront with emphasis on low- and moderate-income dwelling units. He urged that formal action be taken to direct the recommendations which had been made by the Potrero Hill Residents and Homeowners Council for the Central Waterfront. Because questions of economics would be an integral part of the Plan itself, he felt that additional hearings should be held with the purpose of developing a realistic capital improvement program for implementing the composite plan. In conclusion, he suggested that the staffs of both the Departments of City Planning and the Port Commission should give further attention to the design of a coordinating mechanism which could be used on a continuing basis to carry out the plan.

Commissioner Ritchie, noting that Mr. Fischer had expressed the opinion that the Bolles Plan for the Northern Waterfront had placed too much emphasis on commercial development and too little emphasis on provision of public open space,

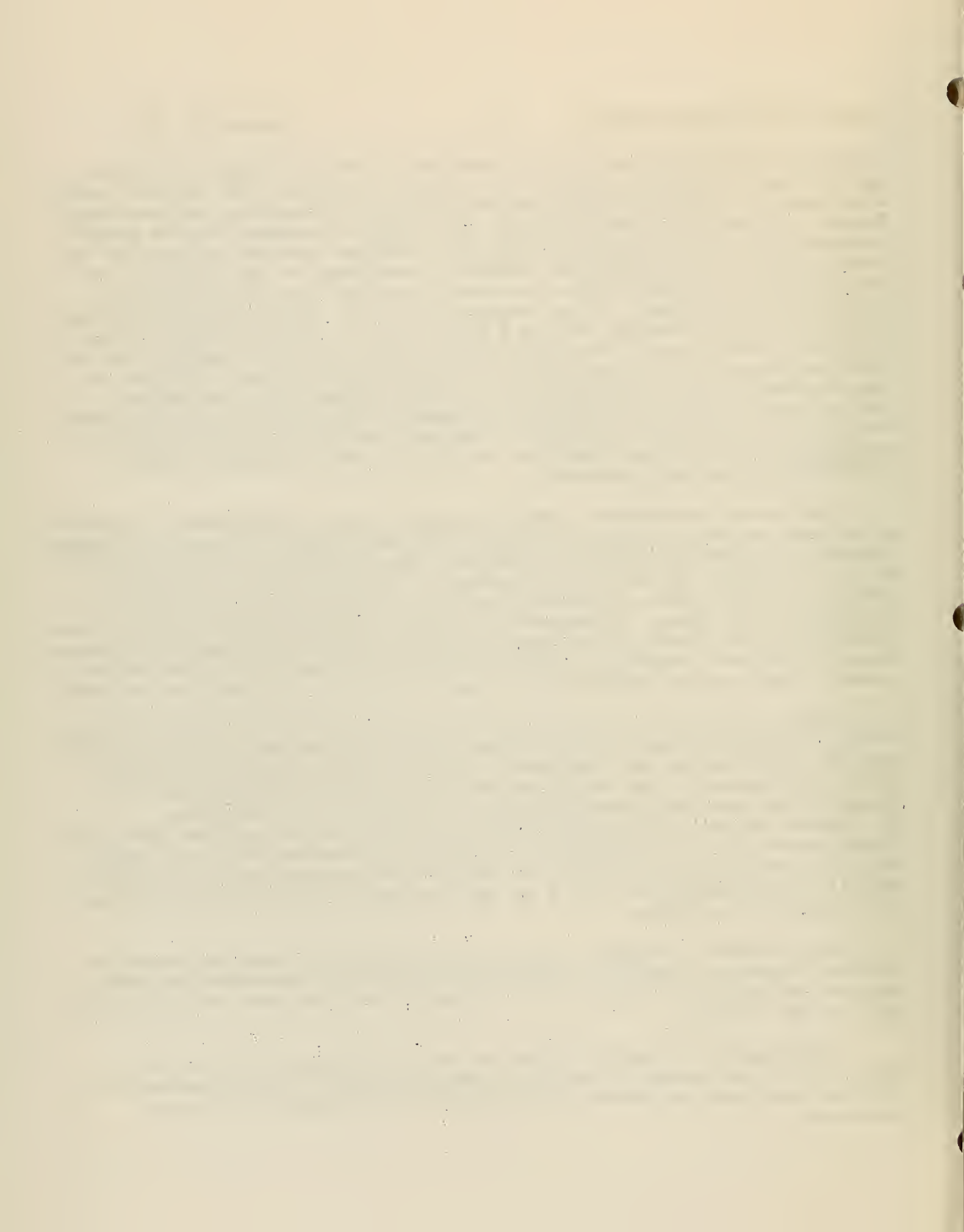
asked what position had been taken by SPUR with regard to the Ferry Port Plaza and U.S. Steel Building Proposals. Mr. Fischer replied that SPUR had been opposed to any and all high-rise construction which might be proposed for the Waterfront. However, because it had been maintained that commercial revenue would be needed to assure the economic viability of the Port, SPUR had reluctantly supported the proposals which had been made for commercial development in the vicinity of the Ferry Building. Although SPUR had not made a specific stand in regard to the Ferry Port Plaza proposal, it had supported the height limits which had been made by the Director of Planning; and, as a result, it had implicitly supported the Ferry Port Plaza project. The organization's support had been pledged to the U.S. Steel Building only on condition that air rights beyond a height of 40 feet for the remainder of the Port be deeded to the city in perpetuity as protection against further high-rise development. However, if Proposition B on the November ballot were to be approved, high-rise development would no longer be needed to supply revenue for the port; and, for that reason, SPUR had given it's full endorsement to the ballot proposal.

Commissioner Fleishhacker, remarking that Mr. Fischer had spoken in opposition to the Maritime Parkway proposal, asked if SPUR was prepared to offer an alternate proposal to accommodate traffic in that area. Mr. Fischer replied that he shared Mr. Katz's opinion that the present roadway of the Embarcadero is sufficiently wide to handle both through and port traffic if traffic were to be properly channeled on the street. In response to a further question raised by Commissioner Fleishhacker, Mr. Fischer stated that the Maritime Parkway would prevent pedestrian access to the water because it would not be possible to walk beyond the western seawall of the roadway which would be located from 200 to 300 feet from the water.

Commissioner Porter stated that she had always felt that the Maritime Parkway would be desirable since it would provide places for motorists to park and look over the water; and she was surprised to learn of SPUR's opposition to the proposal. She wondered if the objection had arisen because of a fear that the parkway might eventually become a freeway if it were to be constructed. Mr. Fischer replied in the affirmative but indicated that the existing Embarcadero Freeway would never be demolished if it were to be connected to the new parkway which had been proposed. He felt that the Maritime Parkway would be acceptable only if it were designed in such a way that the Embarcadero would become an open area similar to the Marina.

Barry Bunshoft, a member of the same San Francisco Bay Association and the Citizens' Waterfront Committee, stated that the Citizens' Waterfront Committee had paid for the report prepared by Mr. Livingston and the other consultants and had endorsed the plan.

Commissioner Fleishhacker pointed out that the document which had been distributed to the members of the City Planning Commission had not contained any statement confirming endorsement of the report by the Citizens' Waterfront Committee.



Mr. Bunshoft stated that it was apparent that the composite plan which was posted on the wall of the meeting room did not conform in all respects to the Bay Conservation and Development Commission's plan for the Waterfront; and he felt that state law would require such conformance be observed. He agreed with Commissioner Fleishhacker that the data which had been used by Mr. Livingston could be investigated; however, if after such investigation, it should be proven that it would be feasible to develop only 1/3 of the Waterfront for commercial purposes while leaving 2/3 of the waterfront open for public access, he felt that it would be incumbent upon the City Planning Commission and the Port Commission to proceed with plans which would provide a maximum amount of open space. In conclusion, Mr. Bunshoft stated that San Francisco should make every effort to attract additional shipping trade for the entire region.

Mr. Magnin stated that the San Francisco Port Commission had previously supported a regional Port agency; however, that proposal had been defeated because of objections raised by other Bay Area ports.

President Newman asked Mr. Bunshoft to explain how the composite plan which was posted on the wall of the meeting room might conflict with the requirements of the state legislation which established the Bay Conservation and Development Commission. Mr. Bunshoft replied that while the state legislation would clearly prevent nonmaritime uses such as office buildings from being located along the northern waterfront, the composite plan which was posted on the wall of the meeting room would seem to permit the construction of the project such as the Ferry Port Plaza. He also noted that it was obvious that the city wished to proceed with such illegal construction since the matter is being litigated in the courts.

The Director, for the record, stated that the staff of the Bay Conservation and Development Commission had previously appeared before the City Planning Commission and the Department of City Planning to state that the City's Northern Waterfront plan was consistent in all respects with the Bay Conservation and Development Commission's plan.

Commissioner Porter remarked that the City Planning Commission and the Port Commission had spent a great deal of time preparing their plans for the Northern Waterfront. Initially, the Port Commission had engaged the firm of Arthur D. Little, Inc., to undertake an economic survey of the port; and, after that study was completed, the City Planning Commission had engaged the firm of John S. Bolles and Associates to undertake a study of the Northern Waterfront, working with a Citizens Advisory Committee. At least four years had been consumed in preparation of those studies and plans. While she had great respect for the firm of Livingston and Blaney, she could not help but question how the work which they had accomplished in a matter of six weeks could be given greater claim than plans which had been prepared over a much greater period of time. Mr. Bunshoft pointed out that the firm of Livingston and Blaney had enjoyed the advantage of not having to start their study in a vacuum since the studies which had been prepared by Arthur D. Little, Inc., John S. Bolles and Associates and others were already at hand, and, as a result, they had been able to prepare their report quite rapidly.



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Commissioner Fitchie asked Mr. Bunshoft if it was his opinion that any maritime uses which might be proposed for the waterfront would be in violation of the MacAttier - Petris Act. Mr. Bunshoft replied in the affirmative.

Stanley Steiner, a member of Supervisor Feinstein's Citizens Environment Committee, remarked that the composite map which was posted on the wall of the meeting room called for the construction of freeways along the entire waterfront which would serve as a barrier preventing pedestrian access to the waterfront from the county line to the Golden Gate Bridge except for the area in the vicinity of Fort Mason where the freeway would be in a tunnel underground. He felt that the plan provided too much accommodation for automobiles; and he suggested that all of the freeways shown should be removed and replaced with parks and recreational facilities.

Mr. Livingston stated that the study which had been made by his firm had commenced on June 1, 1971, and had been completed approximately three months later. The report was published in September. He stated that the purpose of the study had not been to prepare a plan for the waterfront but to determine whether it would be financially feasible to devote most of the land owned by the Port Commission to open space. At the conclusion of the study, it was determined that it would be financially feasible for the port to reserve approximately 2/3 of its property for open space use; and he indicated that he would be willing to provide the Commission with the statistics on which that decision had been based. While other consultants had contributed design suggestions and sketches to the report, the report was essentially one which was meant to offer suggestions for means to be taken to achieve development of the waterfront in a way which would provide maximum open space.

Commissioner Fleishhacker, noting that the port had stated that 2/3 of the waterfront could be devoted to open space use without cost to the taxpayers asked if the figures used in making that determination had taken into account the cost of maintaining the open space. Mr. Livingston replied in the negative, but pointed out that a substantial income would be available on a continuing basis from the remaining 1/3 of the property which would be developed for commercial use; and, in addition, additional funds might be available if use of the redevelopment process were to be introduced. Based on his analysis, he anticipated that all of the proposals made which had been made in his firm's report, could be achieved in ten years. Mr. Magnin, while reluctant to question the validity of the figures which had been used by Mr. Livingston, pointed out that financial matters often do not evolve as well as one might expect. However, when Piers 41 and 43 are made available for public access could be considered as a test project through which a determination could be made as to the actual cost involved.

Susan M. Smith, Waterfront Chairman of San Francisco Tomorrow, read and submitted the following prepared statement:

"When Richard Gryziec presented his waterfront environment plan to the Board of Directors of San Francisco Tomorrow, it won unanimous endorsement. SFT is a citizen's group of some 500 individuals from every neighborhood in the city.

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"San Francisco Tomorrow asks that you eliminate from the Waterfront Master Plan all or any new roadway, heliport, STOL port. We ask compliance with the spirit and law of the Bay Area Conservation and Development Commission. We ask that outmoded piers be pulled out of the water in a program employing minority city workers.

"When the ribbon is cut and BART trains roll, let us begin the demolition of the Embarcadero Freeway. The supervisors favor this, the mayor favors this - with the strongest delegation in its history in Sacramento, San Francisco can accomplish this objective.

"It would seem wise and necessary to remove from its jurisdiction those Port properties which are not required for shipping/maritime use.

"In a city as restricted in space as San Francisco, every proposed freeway and shoreline drive is someone's neighbor. You will face a united opposition. People will understand that a link to the Golden Gate Bridge would be the greatest tragedy - the Maritime Parkway is a battering ram for another deck or another bridge across the Golden Gate, a new freeway in Marin. What is the cost in time and energies of city departments in promoting the freeway failures of the past. What is the full cost in public funds from all sources of these roadways if they are built - when perhaps very soon we can use such funds for public transit.

"New roadways mean more trench warfare for this city. During the construction of the Maritime Parkway and Hunter's Point Freeway immense clouds of dust will rise to settle over surrounding neighborhoods. The clangorous noise of construction will be superseded by that of high speed autos with ever more smog. Though the Environmental Protection Agency asked just last Saturday that big cities reduce auto traffic within one year to achieve healthful air, the City Planning Department's Waterfront Plan hasn't advanced beyond the usual highway building goals of the fifties."

Louis Lindsay agreed with Mr. Steiner that the composite plan posted on the wall of the meeting room reflected too much consideration for automobiles and too little consideration for pedestrians.

The meeting was adjourned at 5:00 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held November 4, 1971.

The City Planning Commission met pursuant to notice on Thursday, November 4, 1971 at 1:00 p.m. in the meeting room at 282 City Hall.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas G. Miller, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; Daniel Sullivan, Planner III - Zoning; and R. Bruce Anderson, Acting Secretary.

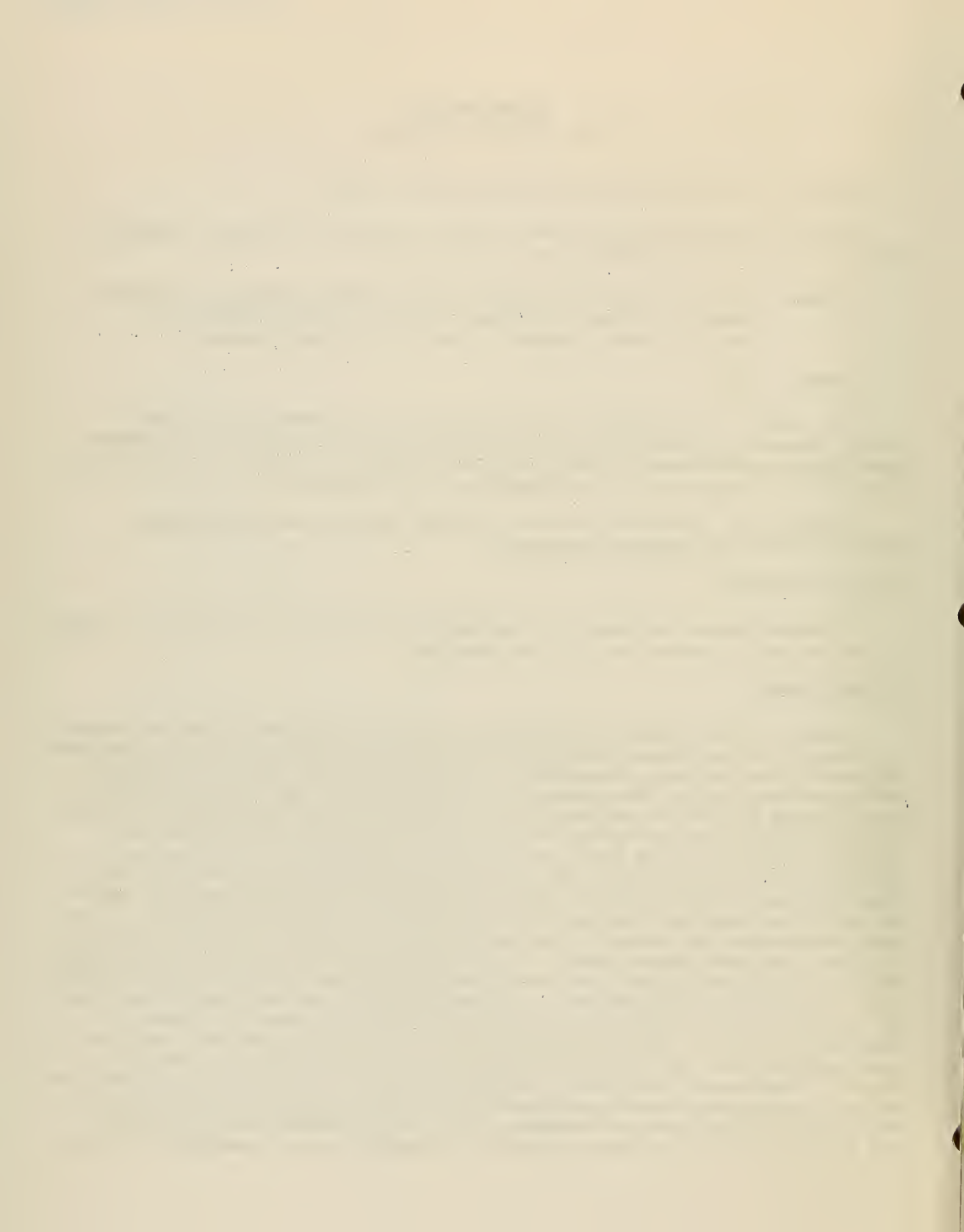
Donald Canter represented the San Francisco Examiner, and Bill Workman represented the San Francisco Chronicle.

APPROVAL OF MINUTES

President Newman and members of the Commission unanimously approved the minutes of the meeting of October 14, 1971, as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported to Commission members results of a meeting of the Finance Committee of the Board of Supervisors, held on Wednesday afternoon. Each calendar item affecting the Department was approved unanimously and recommended for full Board action. The first item is the proposed ordinance appropriating \$14,088 for city-wide public notice of zoning reclassifications; the second is the proposed resolution accepting the gift from Walter A. Haas, Sr., Trustee of Estate of Lucie Stern, for use by the Department of City Planning for publication and distribution of the Master Plan for the City and County of San Francisco; and the third item concerns the proposed resolution authorizing acquisition of the South San Francisco Opera House site for purpose of historical landmark preservation and community open space development, at an acquisition price of \$150,000. President Newman inquired as to whether or not the \$14,000 appropriation would be sufficient to carry the Commission and Department staff through the fiscal year in achieving implementation of required ordinances for the Urban Design Plan. Mr. Jacobs responded that the height and bulk controls as separate elements in implementation of the Urban Design Plan would be covered through the fiscal year by such appropriation. He also mentioned that the cost of mailing alone would be \$9,000. Commissioner Fleishhacker then asked if special meetings would be required, so as to prepare and forward recommended legislation to the Board of Supervisors regarding the height and bulk controls. Mr. Jacobs responded that at the start and at the finish of the process required to establish such recommended legislation



regular meetings would be sufficient, but that in between or in the middle of such process he saw no other way but for the Commission to hold special meetings.

1:00 P.M. Zoning Hearing

ZM71.13 - 1627 Revere Avenue, southwest side 100 feet northwest of Lane Street.

R-2 to a C-2 District

(POSTPONED from Meeting of September 2, 1971).

ZM71.22 - 1631-1647 Revere Avenue, southwest side 125 feet northwest of Lane Street.

R-2 to a C-2 District

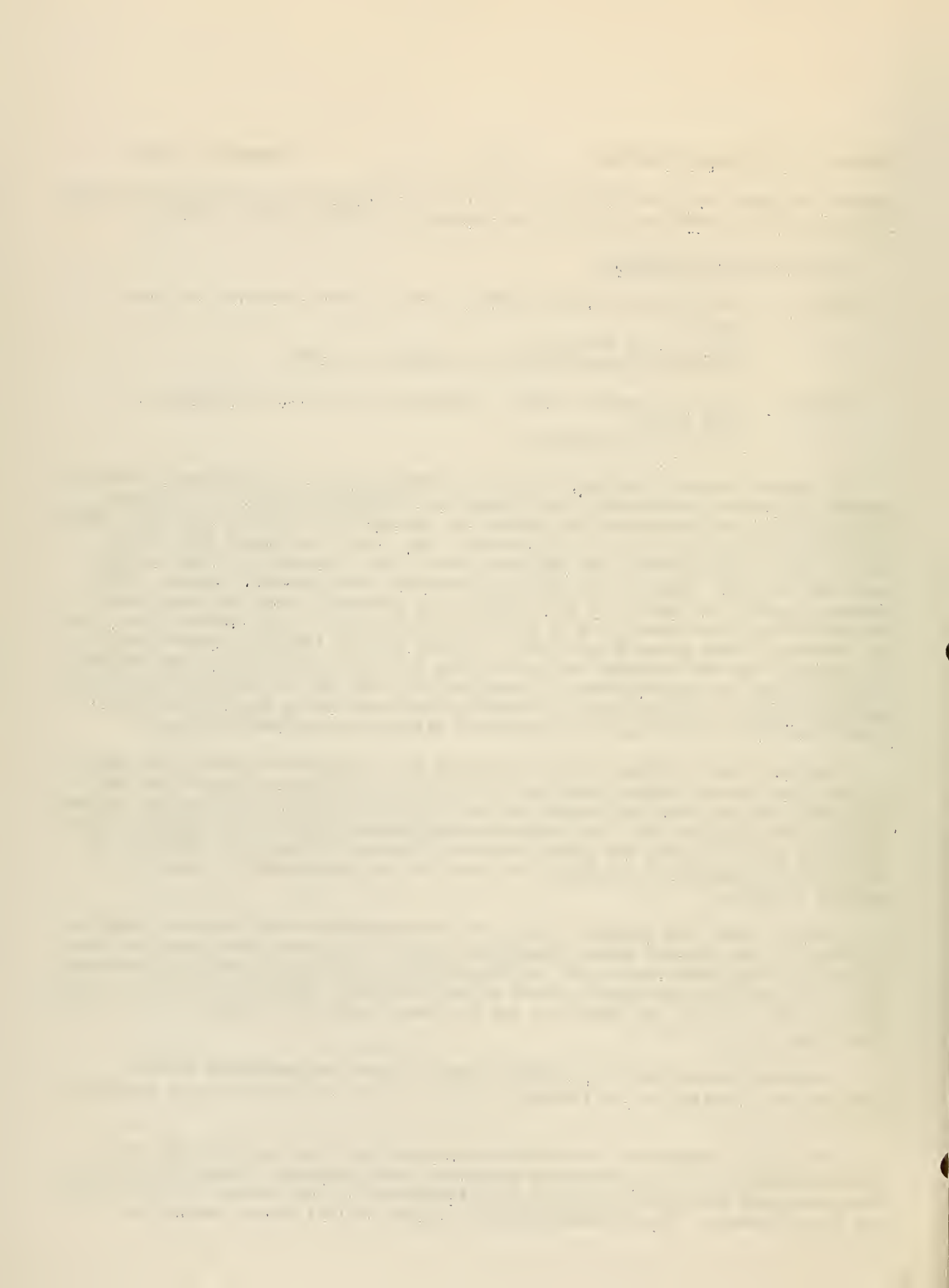
R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that these two calendar items should be considered together as they are companion items to reconsider the request to reclassify contiguous properties along Revere Avenue from an R-2 to a C-2 District. Mr. Steele explained that in the case of 1627 Revere Avenue, the applicant would like to maintain a used clothing store on the first floor of the existing structure with apartments above. This address formerly was used as a paint store, and presently there are other businesses in the neighborhood such as a laundry, beauty shop, real estate office, and the commercial area along Third Street. In the case of 1631-1647 Revere Avenue, the present uses are a single family dwelling unit and a vacant lot. Mr. Steele explained that reclassification of these two lots and the lot described earlier in application ZM71.13 would result in an R-2 transition status for abutting properties along Revere Avenue and the properties directly across Revere Avenue.

Gertrude Glen, of Glen Realty, and agent for Antoinette J. Grove, the owner of 1631-1647 Revere Avenue, introduced the owner of 1627 Revere Avenue and the sole applicant for reclassification of both subject properties, Willie Mae Higgins. In turn, Mrs. Higgins told the Commission such reclassification, if granted, would allow for places to live for people who need adequate housing. In addition, it would allow a commercial enterprise of value to the neighborhood to exist at its present location.

Mattie Kimp, 1249 Shafter Avenue, told the Commission that she was appearing on behalf of the Shafter Avenue Improvement Club. She stated that there had been a meeting of the Club last night to discuss the proposal now before the Commission. Mrs. Kimp said that she simply wanted to hear what Mrs. Higgins would have to say today at the hearing, and that what she has heard sounds all right as far as she is concerned.

President Newman asked if anyone wished to speak in opposition to this application. Hearing no one respond to this request, he called for the Director's report.

Mr. Jacobs stated that two draft resolutions have been prepared for the Planning Commission's consideration regarding these companion items. He stated that the staff recommendation calls for disapproval of this request for the following basic reasons: The non-conforming use status of 1627 Revere Avenue was



terminated in 1965; there is vacant commercial space available on Third Street; there has been no demonstrated need for additional commercial space, especially at this location; existing development on Revere Avenue is predominantly one- and two-family dwelling units; the reclassification would result in commercial intrusion and lessening of residential amenities; and the reclassification would result in giving a small area special privilege not enjoyed by others, not to mention the questionable legality or spot zoning should such a reclassification be granted. Mr. Jacobs also pointed out that in reference to the woman who spoke for the Shafter Avenue Improvement Club, that he wished to point out that the issue is zoning and not one of use, however compatible the present use might well be with existing neighborhood development.

Commissioner Fleishhacker moved, and Commissioner Miller seconded the motion, to approve the Director's report recommending disapproval of the requested reclassification ZM71.13. Commissioner Rueda, before voting, wished to determine whether or not the occupant of 1627 Revere Avenue is being asked to abandon the present use. Mr. Steele responded that whatever use exists at this address was declared illegal in 1965, and in fact, the present use is not definitely known.

The Commission then voted 7-0 to disapprove reclassification request ZM71.13.

Commissioner Fleishhacker moved, and Commissioner Miller seconded the motion, to approve the Director's report, calling for disapproval of reclassification request ZM71.22, companion item to the above case. The Commission's vote was 7-0.

ZM71.19 - 3321 22nd Street, south side 29 feet west of San Jose Avenue.
R-3 to a C-2 District.

Mr. Steele described details of this reclassification request to the Commission, stating that the subject property is located in an R-3 District and presently is vacant. Formerly, the property provided storage for food products and most recently was utilized as a second-hand store specializing in used appliances. The building was a non-conforming use with a 1970 termination date, and as a vacant building was eligible for continuance beyond that date through conditional use procedures. Such procedures require that the building be occupied by a use classified as a C-1 use, or some other use supplying commodities on a retail basis or offering personal services, primarily for residents in the immediate vicinity. Because the owner of the property did not apply for conditional use status, the non-conforming use provision was terminated. Mr. Steele went on to say that the applicant wished to reclassify the lot to C-2 in order to use the subject property as an annex to the All American Furniture Store at Valencia and Liberty Streets. He stated that the subject property is one lot away from San Jose Avenue, the easterly boundary of the R-3 District which lies between the R-4 District along both frontages of Guerrero Street and the C-2 District along both frontages of Valencia Street. The development of the R-3 District consists of low- to medium-residential uses and several non-conforming neighborhood uses. Mr. Steele concluded his remarks by stating that a retail furniture store or showroom is a principal use permitted in a C-2 zoning district, whereas a storage building for household goods is a conditional use in a C-2 District.



Bert Kortz, President of American Interior Home Furnishings, told the Commission that he has been in business for 26 years. He stated that commercial vacancies exist along Valencia, but at impossible prices. He added that his store is handling very high-quality furniture, but that in any case, furniture must be kept in line with the means of people living in the area. Mr. Kortz told the Commission that over 65 commercial buildings are located in the immediate area.

Guido J. Trombetta, 46 Alvarado, asked Mr. Steele if he could remember a property on Guerrero Street once used as a cabinet-making shop. Mr. Steele said he could not remember the situation to which Mr. Trombetta was referring. Mr. Trombetta stated that he received a letter from Mr. Steele last March stating that a fine of \$500 could be imposed for the use of this Guerrero Street property as a cabinet-making shop. All this while, Mr. Trombetta said, he has been paying taxes on the Guerrero Street property with no one permitted to occupy the premises because of its non-conforming nature. Also, Mr. Trombetta continued, many good people and good shops used to be located in this area, but slum-type businesses now are taking over. Mr. Trombetta mentioned the names of several prominent political figures in San Francisco history as once having inhabited this area.

Mrs. Mary Lavezzoli, 16 Alvarado Street, told the Commission that what is needed in the area is good residential development, and not further commercial development. Mrs. Lavezzoli stated that whereas amenities once used to exist in the area, that the Commission should come out to see what has happened recently.

President Newman called for the Director's report.

Mr. Jacobs stated that the staff recommendation was for disapproval of the subject application. He stated that the non-conforming use once located on the subject property was terminated. In addition, as reasons for disapproval, vacant commercial spaces are available on both Valencia and Mission Streets; there appears to be no demonstration of need for more commercial space in the area; the predominant development along Twenty-Second Street west of San Jose is low- and medium-residential; the reclassification could result in commercial intrusion and lessening of residential amenities for the existing neighborhood; and the reclassification of one parcel not contiguous to existing commercial zones would grant special privilege to the subject applicant.

President Newman asked if the applicant had anything to say. Mr. Kortz expressed his regrets over the staff report.

Commissioner Rueda moved, and Commissioner Ritchie seconded the motion, to approve the Director's report, calling for disapproval of reclassification application ZM71.19. The vote of the Commission was 7-0.

ZM71.21 - 1100 Franklin Street, east side between Myrtle and O'Farrell Streets.

R-4 to an R-5 District.

Mr. Steele stated that the San Francisco Redevelopment Agency, acting as authorized agent for the Roman Catholic Welfare Corporation of San Francisco, has requested that the zoning classification of the subject property be changed from R-4 to an R-5 District. He stated that the present use of the subject property is a rectory. The reclassification is necessary to bring the proposed development potential of this and adjacent properties into conformance with the Standards for Development of the Redevelopment Plan for the Western Addition Redevelopment Area A-2, as approved by the City Planning Commission on March 12, 1964. The reclassification would be compatible with existing and proposed adjacent neighborhood development. Mr. Steele also mentioned that the Roman Catholic Welfare Corporation presently has no future plans for the subject property, so that the existing two-story rectory will remain standing for the foreseeable future. The requested reclassification is required in order to assure that future use of the property will be compatible with the provisions of the approved Redevelopment Plan.

President Newman asked if the applicant were present and wished to be heard on this matter. Ed Ong, of the San Francisco Redevelopment Agency, rose to state that unless there are questions, he feels that Mr. Steele has covered the essential points of the subject application.

President Newman asked if anyone wished to be heard in favor of or against this matter. Hearing no one comment, he called for the Director's report.

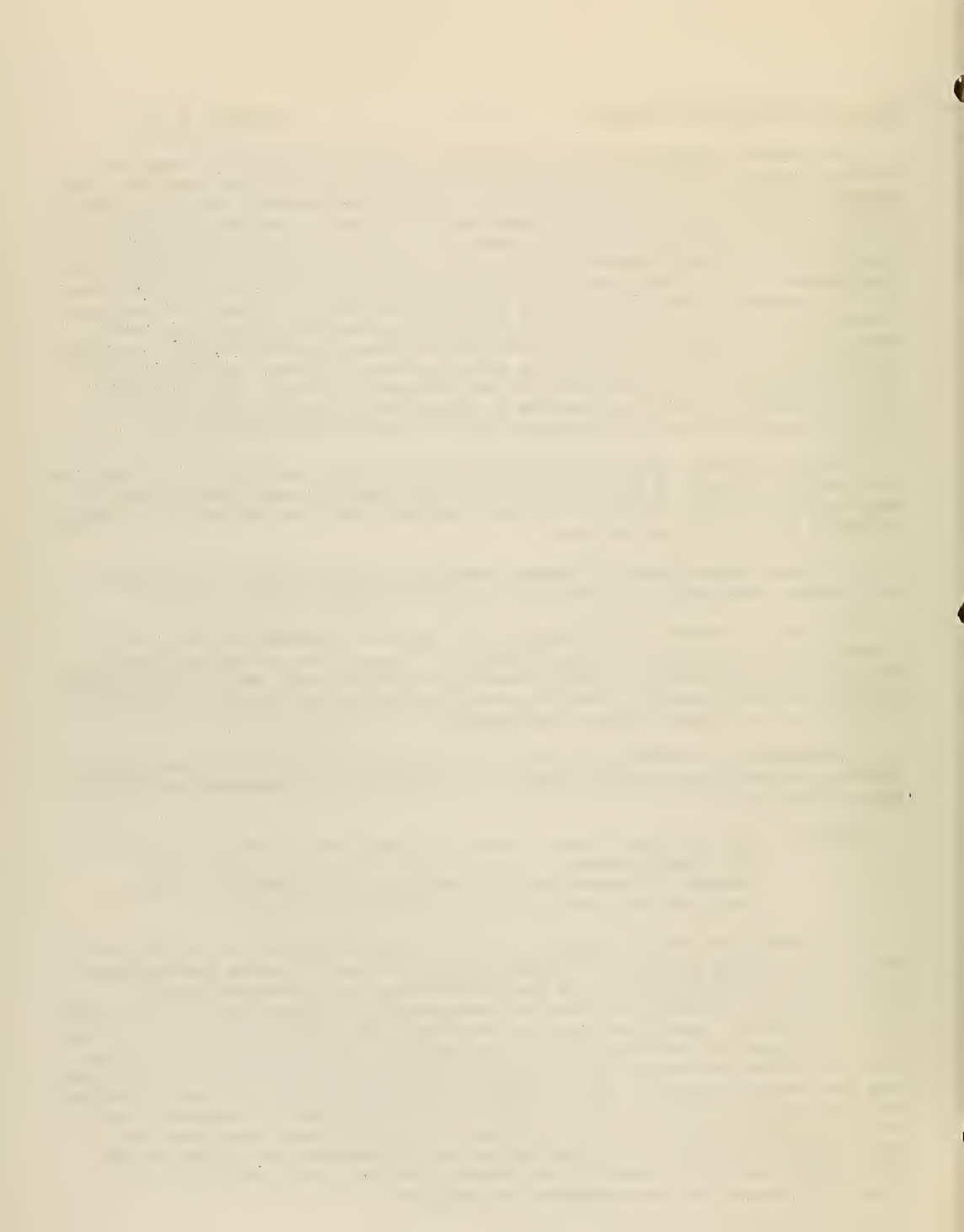
Mr. Jacobs informed the Commission that the staff recommendation was for approval of reclassification request ZM71.21. He said that the reclassification request is in conformity with the Redevelopment Plan for A-2, as previously stated, and that increased density, should it occur, is appropriate because of proximity to transit, the downtown area and availability to local shopping.

Commissioner Fleishhacker moved, and Commissioner Finn seconded the motion, to approve reclassification request ZM71.21. The vote of the Commission was 7-0 in favor of the motion.

CU71.44 - 330 Parnassus Avenue, north side approximately 108 feet east of Hill Point Avenue.

Request to convert existing building to a professional office building for approximately 12 psychiatric offices.

Mr. Steele advised the Commission that the subject application is for conversion of an existing structure to medical offices for ten to twelve psychiatrists, with fourteen parking spaces to be provided below grade. He stated that the subject property presently is zoned R-4, and amounts to approximately 6,600 square feet of lot area. Nearby properties on the north side of Parnassus also are zoned R-4, and include the Parnassus Clinic, the Parnassus Heights Medical Center, and many low- and medium-density dwelling units. However, immediately across Parnassus from the subject property is an R-3 District developed with low- and medium-density dwelling units. Mr. Steele then noted parts of the applicant's statement, namely, that the existing building has been used as a fraternity house since the late 1920's; that the conversion will not affect the neighborhood in any way, as the major remodeling will be done in the interior; and that there never will be more than 20-30 persons in the building at any one time.



Mike McCormac, a realtor at 401 Judah Street, and representing the Delta Sigma Delta Fraternity, stated that the existing building was constructed in 1927. He said that it has 16 sleeping rooms, a large living room, a large dining room, large entry area, and generally is quite spacious. He stated, however, that the building has been on the market for at least six months, and that given its size it is sort of a "white elephant". The asking price for this property has gone from \$125,000 to \$60,000. Mr. McCormac stated that fraternities, as everyone knows, are not what they once were, so that demand for this type of building for fraternities is virtually non-existent. He also stated that the Bureau of Building Inspection has written a report condemning the building. He then suggested to the Commission that if the reclassification request cannot be granted, that the building might be used as a boarding house or possibly might be torn down to make way for the construction of a new apartment building. In any case, Mr. McCormac said that as far as parking is concerned there are numerous large parking garages servicing the U.C. Medical Center area generally.

President Newman asked Mr. McCormac for a description of what was contained in the Bureau of Building Inspection report referred to earlier. Mr. McCormac responded that the report cited several deficiencies; for example, plumbing, electrical, sprinklers and so on. One estimate for repairs to bring the building up to code was \$20,000.

Irwin Goodnick, M.D., who identified himself as a psychiatrist at Langley Porter, stated that he and his colleagues have no place to go in the immediate area for private office space to conduct their practices, so as to supplement their work at the University. Dr. Goodnick then said that no more psychiatrists would be allowed to rent space at 350 Parnassus, not just because of the absence of vacancies, but also because psychiatrists do not make sufficient use of laboratories, X-ray facilities and so forth, which are essential to operation of this type of building. Dr. Goodnick also said that he knows of practices existing in the area which are illegal as to their location. Finally, he stated that the subject property at 330 Parnassus, across the street from Langley Porter, would be ideal for the kind of office space psychiatric practice is able to utilize.

Matt Copenhaver, 1136 Clement, identified himself as an architect retained to do diagrammatic work on the proposed conversion of the 330 Parnassus building. His objective has been to find a way to provide fourteen usable spaces in the building. In addition to such an objective, one thing which Dr. Goodnick did not mention was that deliveries, the use rate of facilities, and the amount of traffic generation would not be the same in this building as in other types of medical offices and facilities. Mr. Copenhaver said that part of the proposal calls for jacking up the building from five to seven feet to permit ingress and egress for the required off-street parking. In short, the existing residential character of the neighborhood would be maintained as is, for this proposal is basically a low-keyed use and simple remodeling job of an existing structure.

Ben Wooster, 321 Parnassus, told the Commission that he owns a pair of flats at 321-323 Parnassus. He would object to the proposed conversion, he stated, because traffic on Parnassus already is intolerable. He wished to point out that

present development and land use on Parnassus to the east of Hill Point Avenue obviously is different from that to the west of Hill Point. He then said that the existence of a practice in a residential structure on Hill Point, referred to earlier by Dr. Goodnick, comes as news to him. Finally, Mr. Wooster felt that he would have to question both the feasibility figures and the development problems of the proposal as stated so simply at this afternoon's hearing.

President Newman stated that the property presently is zoned R-4, which therefore would allow construction of 33 dwelling units. He asked Mr. Wooster if such a new building would be preferable to the subject proposal. Mr. Wooster responded that he and others would prefer a new apartment building, as their objective is to preserve the residential character of Parnassus Avenue.

Commissioner Ritchie then asked Mr. Wooster what he thought of the situation at the subject site when the fraternity was there and the fraternity's generation of automobile traffic. Mr. Wooster responded that there is a difference between people coming from outside of the area to commercial or medical offices such as those proposed, as to opposed to people who live within the area, such as those who formerly resided at the fraternity house.

Byron G. Bray, Jr., 56 Alma Street, and Chairman of the Housing Committee of the Haight-Ashbury Neighborhood Council (HANC), stated that he was glad to see recognition by Dr. Goodnick of illegal uses in the neighborhood. At this point in the proceedings, Commissioner Porter wished to interject a clarification in stating that medical offices may be located in R-4 Districts if such uses are either those approved as conditional uses or are offices in the home as an accessory use to a physician's residence. Mr. Bray responded that the good doctor did not specify in which zone the illegal uses were occurring. He went on to say that HANC historically has opposed permit applications leading to the redevelopment of residential stock when such applications called for alterations to other uses. Mr. Bray pointed out two exceptions to this policy of HANC: One, where such change would contribute substantially to the quality of the environment and to the enhancement of living in the neighborhood; and two, where such a use provides critically-needed and unique services for people of the neighborhood. Mr. Bray stated that, in his opinion, the present proposal does not meet with either one of these criteria. He, therefore, would ask the Commission to move for disapproval of the subject application. Mr. Bray went on to say that representatives of the University of California Medical Center have attended HANC meetings, and of sorts, they have recognized the monolithic, amoeba-like absorption of the neighborhood by the Medical Center. Mr. Bray then stated that he feels that the failure of U.C. to keep its own professional staff in line is unconscionable.

Commissioner Fleishhacker wished to cover once again the second criterion listed by Mr. Bray. Mr. Bray stated that the replacement use must respond to the unique needs of the people living in the area. President Newman then stated that the present building is under condemnation, and that the owners wish to sell. He asked Mr. Bray if he thought a new residential building would be preferable to conversion of the present structure as medical offices. Mr. Bray stated an emphatic yes, and continued by saying that the block of existing residential structures

should not be diminished in any way. Commissioner Ritchie asked if offices of this type were not needed in this area. Mr. Bray again responded emphatically, stating that the people living in this area are surrounded by doctors, doctors everywhere.

Commissioner Porter asked the staff how this property was shown on the U.C. Medical Center Master Plan. Mr. Jacobs said that nothing in particular is shown for this parcel as part of the Medical Center Master Plan.

Mary A. Mullins, 1049 Stanyan, told the Commission that she has owned property in and lived at Stanyan and Parnassus for the last 15 years. It is her observation that dilution of the residential character of this neighborhood has progressed steadily. Quite frankly, she added, pink cement trucks do not dilute the noise they make in delivering their product to the job site. Mrs. Mullins then said that she could not see how a building of this size could be lifted off the ground. She said she would have to oppose the proposed conversion.

President Newman called for the staff recommendation. Mr. Jacobs stated that the staff recommends disapproval of Conditional Use Application 71.44. He stated that the proposed medical office building would be the only non-residential use of property east of the Medical Center complex; that such a medical office building would result in expansion of medically related services into a residential area, which could have a destabilizing effect on, and cause deterioration of, the residential community; that there has not been adequate demonstration of public need for additional medical office facilities in the area; that the only need demonstrated would appear to be that which suits the convenience of the applicant; and finally, that sufficient commercial zoning, as well as previously-authorized medical office buildings, already exist in the area, so that additional office space in this residential district would appear to be inappropriate.

Mr. Jacobs wished to respond to an earlier point mentioned by the applicant, namely, that adequate parking exists in the area. Mr. Jacobs stated that this is not true, and that the shortage of adequate parking as a prevailing condition in the community is recognized widely. Additionally, he wished to state that a condemned building does not mean that the building must be torn down. Also, there is a request of the neighborhood now in the office to rezone this area. If the Commission should choose to approve this Conditional Use Application, issuance of any building permits related thereto would be dependent upon particular disposition of the reclassification request.

Dr. Goodnick wished to make a couple of points in response to the foregoing comments. He stated that he is reasonably sympathetic with people living in the area. As to their concerns for preservation of existing residential stock, however, he wished to point out that the proposed remodeling of this building would stay within the height limit prevailing in the area, and that he would be happy to submit his to any design review board. Dr. Goodnick then said that clinic services would be provided at this facility. Along these lines, he felt that it was not fair to say that the Haight-Ashbury Free Medical Clinic, whose request appears next

on the calendar, would provide special services and this one would not provide such special services. Such a distinction, Dr. Goodnick said, seems quite erratic in what the people have said so far. Finally, he said that a boarding house or apartment house would create greater distortion of the existing neighborhood than the proposed use, at least to his way of thinking.

Commissioner Porter asked Mr. Jacobs if the City Planning Commission, when granting Conditional Use authorization for medical office use, could specify the type of medical offices it feels should be allowed. Mr. Jacobs responded that the Commission indeed may specify the kinds of medical offices it desires in a given case. Commissioner Porter then asked Dr. Goodnick if he presently is occupying medical offices on California which the Commission rezoned a couple of years ago. Dr. Goodnick responded in the negative.

Commissioner Ritchie stated that he wished to take another look at the rehabilitation plans for this building, and therefore, he would suggest that the Commission take this matter under advisement. Commissioner Rueda then seconded this motion, giving as his reason the presence of the rezoning request for this area now filed with the Department of City Planning. Commissioner Ritchie suggested that the matter be held under advisement until the meeting of January 15, 1972.

President Newman stated that he felt that it was not in the interest of the community to take this matter under advisement, and therefore would vote against such a motion. Commissioner Fleishhacker asked about the location of general commercial zones in the area. Mr. Steele replied that several commercial zones exist in the area, and pointed to them in detail by referring to the official zoning and land use maps for this area. Commissioner Fleishhacker then stated that he saw nothing to be gained by a delay.

At this point the Commission voted on whether or not to take the matter under advisement. Commissioners Ritchie and Rueda voted for such a motion, whereas Commissioners Finn, Fleishhacker, Miller, Newman and Porter voted against taking the matter under advisement.

Commissioner Fleishhacker moved, and Commissioner Finn seconded the motion to accept the Director's report recommending disapproval of Conditional Use Application 71.44. The vote of the Commission was 6-1 to accept the Director's recommendation, with Commissioner Ritchie dissenting.

CU71.54 - 529 Clayton Street, west side 137.5 feet north of Haight Street.
Request to convert existing building to a medical office building.

Mr. Steele described to the Commission the proposal to legalize the existing use of the building at 529 Clayton Street as a medical office building. Building alterations to bring the building into conformity with Building Code regulations are proposed. Mr. Steele said that the building is near the southern boundary of an R-4 District extending south of the Panhandle to the Haight Street frontage, and is developed largely with medium- to high-density dwellings. Along Haight Street,

properties are zoned C-2 and are developed with small businesses. Fronting on Clayton Street are the post office and the Haight-Ashbury Free Medical Clinic. Mr. Steele went on to say that the subject property is under a condemnation order by the Department of Public Works. The Building Permit Application filed with the Central Permit Bureau to bring the building up to building code requirements can be approved only if the applicant receives authorization for the medical offices from the City Planning Commission.

Richard A. Frank, 529 Clayton, an agent for David Smith, the subject property owner, submitted petitions on behalf of family members of the Haight-Ashbury Free Medical Clinic.

Harry Henneberger, a member of the clergy and a psychiatrist at the Haight-Ashbury Free Medical Clinic, said that the clinic is a non-profit, independent and charitable institution. Secondly, he stated that the "therapeutic milieu" required depends upon the state of the building and the environment in which the clinic conducts its services. He also said that treatment for people would be provided without cost for the various sorts of human problems which exist, and of which there are many. Reverend Henneberger said that psychiatric care would be free, and that it would be the best available. He added that the need in the community for this type of facility is tremendous, and that opposition to the establishment of such a clinic is negligible. Indeed, if it does exist it seems to be hiding.

Commissioner Rueda then asked if any major remodeling would be undertaken. Reverend Henneberger said that nothing major would be done; only minor repair work is necessary. President Newman asked if required funds had been committed to achieve this remodeling job. Reverend Henneberger responded affirmatively, stating that federal funds have been and are available, and hopefully such funds will continue to be available for many years to come. Commissioner Finn asked if there would be in-patient services of any kind. Reverend Henneberger responded that such services would be provided, but only on a very limited basis, say, a couple of beds.

Susan Bierman, 1529 Shrader Street, and representing the Haight-Ashbury Neighborhood Council (HANC), said that the community has been grateful to the clinic for many years. The services it provides and its proximity to people living in the community are assets which should be maintained.

Robert Laws, 1248 Stanyan Street, said that he wished to commend the clinic for serving a clientele either fearful or ignorant of other medical facilities. He stated that it has gained the support and trust of the neighborhood and because of this HANC stands as a firm supporter of the clinic and the subject application. As others have stated today the proposal meets with HANC criteria for conversion of existing residential use to another type of use. Mr. Laws stated that as a neighbor of the clinic he would strongly urge adoption of the subject application.

President Newman wished to note that the Commission received two letters in favor of the proposal and one letter against. Also, he wished to point out that the Haight-Ashbury Merchants and Improvement Association has gone on record opposing the subject application.

David Johnson, 77 Central Avenue, and chairman of the Mayor's Committee to Restore the Haight-Ashbury, said that any action by the City Planning Commission would be acceptable to him. He stressed that there is a great need for housing in the Haight-Ashbury. He then said that he found a certain amount of contradiction in HANC's housing position, in that HANC opposed conversion of the existing building at 330 Parnassus for medical offices, whereas it now supports conversion and use of the structure at 529 Clayton for medical offices. Mr. Johnson also stated the need for commercial rejuvenation of Haight Street. He asked the Commission if this proposal might not subtract from achieving this aim. At this point in the proceedings, Commissioner Porter inquired as to the number of housing units which would be removed from the existing stock should the clinic be granted its application. Mr. Johnson stated that he did not know. Mr. Frank stated that three family units would be removed. Commissioner Ritchie then asked Mr. Johnson if he thought that the Haight-Ashbury Free Medical Clinic is a unique use. Mr. Johnson replied in the affirmative, but added that next week may bring other unique uses asking for additional conditional use authorizations. He added that perhaps the notion of a unique use as a criterion for decision-making should be examined.

Ann Guth, Vice President of the Haight-Ashbury Merchants and Improvement Association, presented a map to the Commission showing property owners and residents opposed to this proposal. She also presented a petition which she read, signed by property owners and residents. She stated that a location on Haight Street for such a facility would be more appropriate. Commissioner Finn asked if the red marks on the map designated property owners. Mrs. Guth responded in the affirmative.

President Newman asked Mr. Frank about the status of names on the petition which the Haight-Ashbury Free Medical Clinic submitted. Mr. Frank responded that not all names on the petition are property owners. President Newman then asked those in the audience who supported the subject application but who did not wish to speak to rise. Between twelve and fifteen persons stood up. Likewise, he asked those opposed to please stand, at which point four people rose.

President Newman asked for the Director's recommendation. Mr. Jacobs stated that the staff recommends approval of Conditional Use Application 71.54, on the basis that continued use of the building for medical offices is an appropriate accessory space to the nearby C-2 zoned corner of Clayton and Haight; that the Haight-Ashbury Free Medical Clinic has demonstrated that it is fulfilling a need for community medical care; and that the space requirement for the clinic is greater than obtainable at the corner location. Mr. Jacobs added that the annex would not generate extra automobile traffic as it is truly neighborhood oriented and part of the clinic across the street; that the exterior of the building would retain a residential character; and that the use would not be detrimental to residential amenities of the neighborhood.

Mr. Jacobs then listed several conditions pertaining to approval of the subject application. He listed these conditions as follows:

1. Conversion shall be only for a medical office building operating in conjunction with the present Haight-Ashbury Free Medical Clinic.

2. Department of City Planning shall review final preliminary plans.
3. Signs should be limited to one non-projecting identifying sign no more than two feet square and approved by the Department.
4. Off-street parking is to be provided according to the City Planning Code unless fewer spaces are authorized by variance.
5. Use of the property is limited to the Haight-Ashbury Free Medical Clinic, and any change would require a new Conditional Use Authorization.

President Newman asked if these conditions were acceptable to the applicant. Mr. Frank responded that the conditions were entirely acceptable.

Commissioner Porter moved, and Commissioner Rueda seconded the motion, to accept the Director's recommendation calling for approval of Conditional Use Application 71.54. Commissioner Finn asked if the limited in-patient services mentioned earlier are covered by this type of application. Mr. Steele responded that such services are covered, in the sense that they are considered an accessory use. The Commission then voted 5-2 on the motion, with Commissioners Finn and Miller dissenting.

CU71.47 - Block bounded by Clay, Davis, Sacramento and Drumm Streets.
Request to construct a below-grade parking garage in conjunction with a 31-story office building.

Mr. Steele read a request submitted by the applicant for withdrawal of the subject application.

At this point in the proceedings, Commissioner Porter left the meeting room.

Commissioner Ritchie moved, and Commissioner Fleishhacker seconded the motion, to approve the request for withdrawal of Conditional Use Application 71.47. The vote of the Commission was unanimous.

CU71.49 - 544 Castro Street, west side 223 feet south of 18th Street.
Request to convert a portion of existing building to a veterinary hospital.

Mr. Steele explained that the proposal before the Commission is to convert the first floor of the existing building at 544 Castro to a veterinary hospital. The residence above would be retained and occupied by the applicant. Present zoning in this location is C-2. The subject property is in the midst of a two-block C-2 District between Market and 19th Streets. Typical development along Castro is small businesses, with one or two dwelling units above. East and west of this C-2 District is zoned R-3, and the areas are developed with low- to medium-density units. An animal hospital if conducted entirely within a closed building may be authorized as a conditional use in a C-2 District. Mr. Steele added that the boarding of pets is not permitted in a C-2 District.

The first part of the paper discusses the importance of the study and the objectives of the research.

The second part of the paper describes the methodology used in the study and the data collection process.

The third part of the paper presents the results of the study and discusses the findings.

The fourth part of the paper discusses the implications of the study and the conclusions drawn from the research.

The fifth part of the paper discusses the limitations of the study and the areas for future research.

The sixth part of the paper discusses the contributions of the study to the field of research.

The seventh part of the paper discusses the practical applications of the study and the recommendations for practice.

The eighth part of the paper discusses the ethical considerations of the study and the measures taken to ensure ethical standards.

The ninth part of the paper discusses the acknowledgments and the funding sources of the study.

The tenth part of the paper discusses the references and the sources used in the study.

The eleventh part of the paper discusses the appendices and the additional information provided.

John M. Lowson, applicant and owner of this property subject to approval of this Conditional Use Application, stated that he is the veterinarian who wished to provide this service to the neighborhood. He said that a pet hospital is needed at this location and he can provide a good one at a reasonable rate. There would be no kennels outside of the building, and he would provide emergency service for the neighborhood. Dr. Lowson stated his intention to live upstairs, above the pet hospital.

Commissioner Fleishhacker pointed out that the Planning Commission is getting more and more applications along this line because of the increasing demand for such service. However, one problem seems foremost in consideration of these applications, and that is the matter of a particular kind of litter which often results from this type of operation. This is an issue especially in commercial areas. Dr. Lowson said that he is highly aware of this problem, and that the only solution he knows of is to have an attendant go outside of the pet hospital several times each day to remove the feces and to hose down the sidewalk.

Clifford C. Snider, 540 Castro, told the Commission that he is the dentist who owns the building next door or just south of the building Dr. Lowson intends to use for a veterinarian hospital. Dr. Snider agreed that sidewalk cleanliness is a major issue. He went on to say that he does not think that Dr. Lowson owns the building at 544 Castro, and he wonders if Dr. Lowson knows that it will take thousands of dollars to bring it up to code. He asked the Commission what guarantees there might be should such an application be approved, to make sure that the work is done to bring the building up to code. Dr. Snider also expressed his concern over possible noise of the animals as it would affect his patients and his practice, for in the conduct of his profession even small amounts of noise can be most disruptive to patient and doctor alike.

At this point in the proceedings Commissioner Porter resumed her place at the Commission table.

President Newman responded to Dr. Snider's question regarding guarantees for having certain work done by stating that the Commission may impose certain conditions on any Conditional Use Application.

Mary Yocum, who identified herself as a resident of the area, said that it all sounds like a small operation but that it could grow in time. She agrees with Dr. Snider that cleanliness is a major issue, especially on 18th Street. Additionally, Ms. Yocum stated that the vet hospital will bring more cars to the area. She thinks that the Commission should consider the fact that two other animal hospitals are not very far away; one is on Valencia, and the other is on Market.

Mr. Jacobs read the staff recommendation, which called for approval of the Conditional Use Application 71.49. He said that the proposed veterinary hospital would provide convenience to residential units not now served by such facilities and if developed in an appropriate manner would not have a detrimental effect on surrounding properties and the neighborhood. Mr. Jacobs then went on to specify conditions which the staff has recommended, should approval of this application be granted by the Commission:



1. Development of the veterinary hospital must conform with plans on file.
2. The average sound level may not increase the average background noise at any given time, and plans and specifications shall bear certification of an acoustical engineer attesting to this requirement.
3. Plans and specifications are to comply with requirements of the Public Health Department and shall show in detail a means for controlling odor.
4. Plans and specifications in final form must be approved by the Department of City Planning prior to application for alteration of the building.
5. There shall be no boarding of pets.
6. There shall be no outside runs.
7. Waste products of all sorts must be discarded in fly-tight cans and kept indoors until pickup on a minimum semi-week basis.
8. The hospital premises shall be maintained constantly in a clean and orderly fashion, and the sidewalk area within a radius of 25 feet from the boundary of the said property shall be cleaned daily at least.
9. The application is subject to possible termination by the Commission if the conditions spelled out are not complied with.

President Newman asked Dr. Lowson if the conditions spelled out are acceptable to him. He responded that such conditions are acceptable.

Commissioner Rueda moved, and Commissioner Fleishhacker seconded the motion, to accept the Director's recommendation calling for approval of CU71.49, with conditions as noted. The vote of the Commission was 6-1 in favor of this motion, with Commissioner Porter dissenting.

CU71.50 - 2301 19th Avenue, southwest corner of Santiago Street.

Request to rebuild and modernize a nonconforming gasoline service station with a 1980 expiration date.

Mr. Steele described the subject property as a rectangular corner lot on 19th Avenue, with 90 feet of frontage on Santiago Street and a total land area of 9,000 square feet. He said that the Mohawk Corporation wishes to expand the lot coverage of the existing service station as part of a proposed modernization of this service station area. This modernization, Mr. Steele stated, would involve the addition of pump islands and canopies; landscaping and a new station building; and new water and drainage features. He added that the proposed increase in lot coverage is necessary in order to complete the architect's plans for a modern and attractive service station. Mr. Steele then stated that the subject property lies in an R-3 District, which comprises all of the properties on 19th Avenue and which are characterized by one- and two-family dwellings and low- to medium-density

apartments. Diagonally across 19th Avenue at the northeast corner of Santiago Street is another nonconforming gasoline service station. Mr. Steele pointed out that no extension of an expiration date for nonconforming service stations has yet been approved by the Commission for this location. Additionally, the subject lot could be developed residentially with a maximum of eleven dwelling units.

Clyde Mason, representing Mohawk Petroleum Corporation, told the Commission that they are trying to update both the function and the appearance of this service station, for at present it does not look very good. Mr. Mason then stated that the proposed modernization calls for construction of a second canopy, resulting in an excess coverage of approximately 300 square feet.

Harold L. Missamore, 325 Santiago, told the Commission that he lives next door to the service station. Mr. Missamore stated that he does not object to the improvements per se, but that on the other hand, he has not seen any provision made for a bumper guard of some sort to prevent cars from knocking into his house, which abuts the service station parking area. Further, he stated, he hopes that any type of protection afforded him will be more than planted bushes.

President Newman called for the staff recommendation. Mr. Steele stated that the recommendation was for approval, as the nonconforming station is not subject to termination before 1980; the increased coverage would permit canopies over pump stations generally considered appropriate; and the proposed construction, if properly done, could improve appearance of an existing use and would not be detrimental to residential properties in the vicinity. He added that the staff feels that the following conditions would be in order should the application be approved by the Commission:

1. Final plans for the service station modernization including landscaping, signs and treatment of the guard rail issue are to be found in conformity with plans on file and are to be approved specifically by the Department.
2. The final landscaping plan is to be developed in consultation with the Department, and the landscaping is to be installed prior to operation of the station.
3. No other principal or accessory use will be permitted, especially trailer rental.
4. No change in the expiration date of May 2, 1980, will be allowed.

President Newman inquired if Exhibit A as filed shows a bumper guard. Mr. Steele stated that the plans do not show a guard rail. President Newman then asked if the staff would require provision of such a guard rail. Mr. Steele responded with an emphatic yes. Stating that the staff obviously would pay particular attention to this element of the plan, Mr. Newman then asked Mr. Mason if the conditions were acceptable to him. Mr. Mason responded affirmatively.

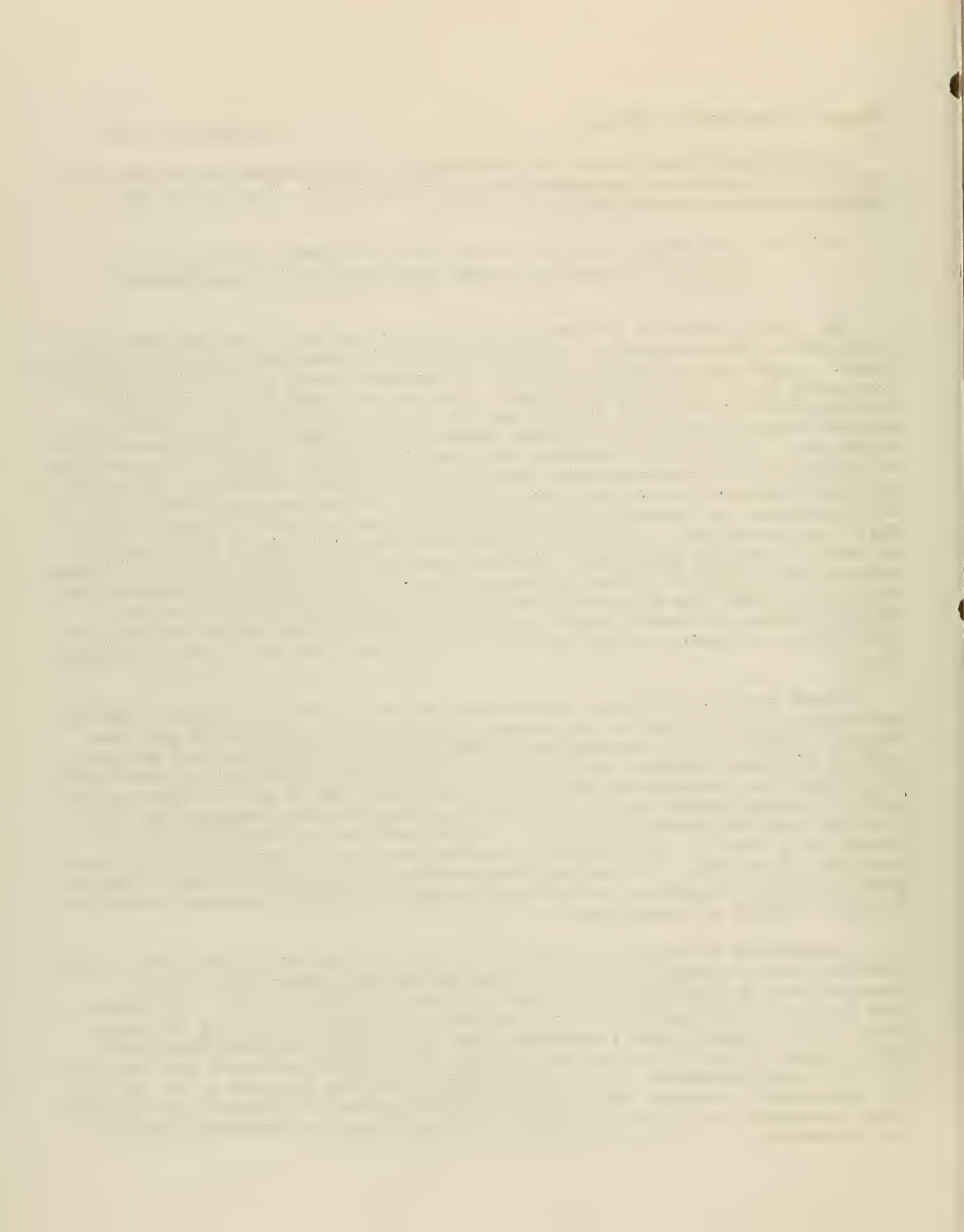
Commissioner Ritchie moved, and Commissioner Rueda seconded the motion, to approve with conditions Conditional Use Application 71.50. The vote of the Commission on this motion was 7-0.

CU71.51 - 260 Beach Street, north side 137.5 feet east of Taylor Street.
Request to construct a major parking garage for approximately 300 cars.

Mr. Steele explained that the proposal is to construct a parking garage for approximately 280 automobiles. Entrance and exit for this garage would be on Beach Street. Approximately 1350 square feet of commercial space would be developed at the ground level. The subject proposal is in an area zoned C-2 and within the Northern Waterfront Special Use District No. 2. The site presently is used as a service station, with some off-street parking on a lot area of approximately 13,900 square feet. Abutting this property is a gasoline service station. The west side of Taylor Street is developed with small stores. Sabella's Restaurant is at the northeast corner of Taylor and Jefferson Street. To the east are a PG&E substation and two motels, and across Beach Street are a parking lot and the Longshoreman's Hall. Mr. Steele then stated that the Northern Waterfront Master Plan, approved by the City Planning Commission, indicated that traffic on Beach Street will remain two-way and function as a local collector street. The parking belt designated for this area extends from the south side of Beach Street to Bay Street, between Van Ness Avenue and Powell Street. The area across from the subject property on Beach Street was identified in the Northern Waterfront Plan as an eventual garage site.

Thomas Telford, architect, representing MacDonald, Nelson and Heck, began his presentation by referring to the Northern Waterfront Plan. He stated that this proposal partially is in response to projected growth in this area, and for the need to eliminate on-street parking so that streets may be returned to pedestrians. Mr. Telford also pointed out that property owners may not be able to construct as much off-street parking space as the Northern Waterfront Plan suggests, at least thorough means of private development. The proposal he is presenting today, he stated, is a start in the direction of meeting the parking requirements which are laid down in the Plan. Mr. Telford then presented artistic renderings of the proposed structure, describing in considerable detail the major functional and architectural features of the proposed building.

Commissioner Fleishhacker rhetorically asked Mr. Telford if one of the section drawings does not indeed show trees on the roof of the garage. Mr. Telford responded that Mr. Fleishhacker correctly did see trees on the roof. He stated that this is a commitment to vertical as well as horizontal screening of parked automobiles. Commissioner Fleishhacker then asked about the large blank wall which appears in one of the section drawings. Mr. Telford responded that this wall will be broken up somewhat by a design feature which does not show up too well in the renderings. President Newman asked about the number of elevators for this proposed structure. Mr. Telford responded that one elevator is proposed along with two stairwells.



President Newman called for the Director's recommendation. Mr. Jacobs stated that he recommends that this Conditional Use Application be approved with conditions for the following reasons:

1. Studies of the Department indicate that insufficient off-street parking now exists in this area.
2. The proposed parking garage will not have a detrimental effect on existing traffic patterns in the subject area.
3. The subject site is used currently for automobile-oriented purposes, with the presence of a service station which is required to provide off-street parking. This off-street parking proposal satisfies a requirement to provide off-street parking for Sabella's Restaurant; it contains ground-floor uses in keeping with future recommended development of this part of the Fisherman's Wharf area; and it provides appropriate landscaping and exterior architectural detailing compatible with development in the surrounding area.

Mr. Jacobs then recommended that the following conditions be attached to approval of the subject Conditional Use Application:

1. The authorization is for approximately 280 cars, fifty-five of which must be committed to Sabella's Restaurant.
2. One thousand, three-hundred and fifty square feet of commercial space must be provided at street level.
3. Building height and layout must be in general conformity with preliminary plans as presented today.
4. Recordation procedures for the permanent commitment of 55 parking spaces for Sabella's Restaurant must be developed and must be submitted for approval by the Zoning Administrator.
5. Final preliminary plans must be submitted and approved by the Department of City Planning prior to application for a building permit, with such review particularly concerned with exterior detailing, materials, color, adequate screening of the proposed roof-top parking, the nature of all signs, foundation planning and the provision of at least seven street trees.
6. Signs are to be provided to identify the garage as a source of parking for Sabella's Restaurant.
7. Landscaping is to be designed by a landscape architect and the installation of such is to be guaranteed by a one-year warranty, with such planning to be maintained permanently.

President Newman then asked Mr. Telford if these conditions would be acceptable to the applicant. Mr. Telford responded affirmatively, although he did have questions concerning the last condition. Commissioner Ritchie noted that the plans called for one elevator only. Mr. Telford responded that Westinghouse has said that one elevator should be enough for a structure of this size and use. Commissioner Rueda asked what might happen if this elevator should break down.

At this point in the proceedings, Ed Nelson of MacDonald, Nelson and Heck, rose to address the Commission and more specifically to answer Commissioner Rueda's question. Mr. Nelson stated that the building is laid out in such a manner that very few patrons, if any, would be affected by an elevator breakdown. He went through the plans in some detail to explain why this is so. Mr. Nelson also explained that Westinghouse is in the business of selling elevators and that they are experts in determining need. He said that Westinghouse does not feel that an additional elevator is needed to serve the structure.

President Newman asked Mr. Steele if the Planning Code provides for the question of elevators. Mr. Steele responded negatively.

Commissioner Porter moved, and Commissioner Ritchie seconded the motion, to approve with conditions Conditional Use Application 71.51. The vote of the Commission was 7-0 in favor of this motion.

CU71.52 - 2106 Scott Street, east side 102.7 feet north of Sacramento Street.

Request to construct a 2-story professional office building for a single architectural firm.

Mr. Steele explained that the subject proposal calls for construction of an office building of two floors to house one architectural firm. Additionally, five enclosed parking spaces would be provided, and two open parking spaces are called for beneath a trellis at the front of the lot. A 25-foot wide drop curb would provide access to the garage and the two off-street parking spaces at the front of the lot. The property presently stands vacant, and until very recently, was a garden for the adjacent property at 2110 Scott. The zoning in this area is R-4. Mr. Steele then went on to state that the building will be occupied by a small architectural office, consisting generally of six people. Mr. Steele stated that this area of the city is characterized by single-family dwellings, flats, and medium-density apartments. Two neighborhood service nonconforming uses are located at Sacramento and Scott Streets, and the Divisadero Street commercial area is located one block west of the subject property.

Jorge de Quesada, architect and agent for the owner, Mrs. Jenny Lee Brady, told the Commission that he wants to build his offices in this location as his home is nearby. Work in the office would be conducted twelve to fourteen hours per day. Other people working in the office also live nearby. Mr. de Quesada then pointed out that architecture is not a commercial venture, but rather that it is artistic in nature. He stated that he cannot buy office space in downtown,

for it is too expensive. The proposal, he stated, calls for 2,000 square feet to be devoted to office use in a two-story structure with a 20-foot setback. He added that extensive landscaping is planned, and that in any case, the primary objective is to achieve harmony with the existing residential use of the area.

Maurice Nelson, an attorney representing the Alta Plaza Park Improvement Association and a homeowner on the 2100 block of Scott, presented the Commission with a petition of 130 signatures in opposition to this proposal. Mr. Nelson submitted photos of present structures on the 2100 block of Scott, pointing out that this block represents the character of old San Francisco and is located on the edge of downtown. He said that the photographs were far more dramatic than his words could be, and that every building on the block, except two, has undergone extensive remodeling. Heavy traffic already is in the area, Mr. Nelson explained, because of the diversion forced by Alta Plaza. Additionally, there are few garages on the block given the date of most structures, resulting in much on-street parking. Mr. Nelson then said that there are existing commercial areas one block away at Divisadero and three blocks away at Fillmore, and that Mr. de Quesada should locate his office in one of these commercial areas. In fact, he stated, it was his understanding that the applicant had his office on Divisadero Street prior to this application. Mr. Nelson concluded his remarks by saying that he could not see how a commercial building, no matter how attractive, could possibly serve this neighborhood.

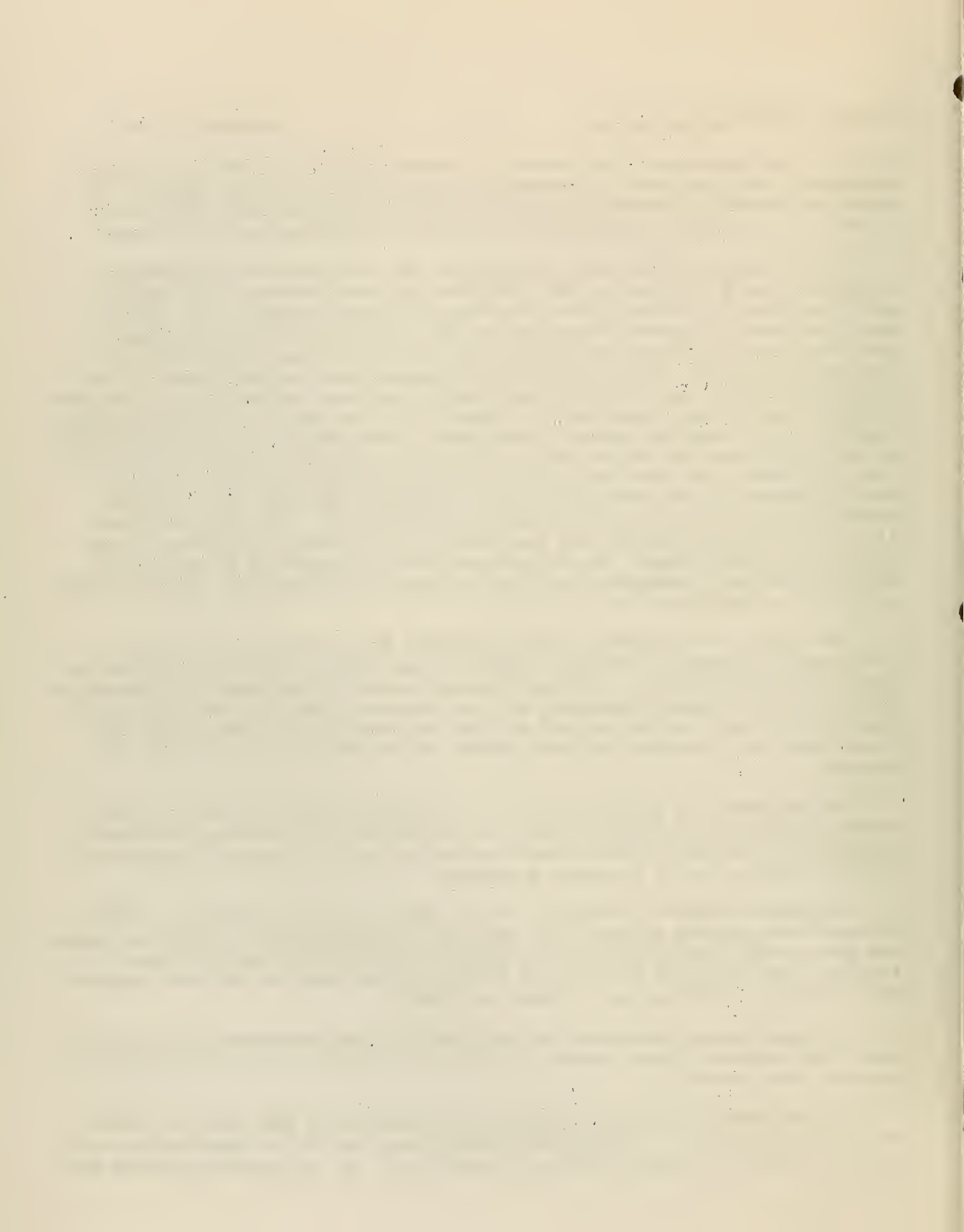
Don Lundy, past president of the Alta Plaza Park Improvement Association, stated that this area is strictly residential and that the aim is to preserve its fine residential character. The Association, he went on, has undertaken extensive efforts to achieve good landscaping all over the area, including the planting of many street trees. He then pointed out that the once-lovely garden behind the French house next door has just been ripped out, evidently to make way for this proposal.

William Howell, a property owner at the southeast corner of Clay and Scott, wished to enter his plea to the Commission to consider the long-term future of this neighborhood, and that in such a light to realize that this type of change might lead the neighborhood in the wrong direction.

Virginia R. Davidson, 2727 Clay Street, told the Commission that she likes the design of the proposed building, but that such a consideration is beside the point. The point of all this, she explained, is that the use is not right for this location. She then said that she and others would be happy to get more signatures on a petition if the Commission should so request.

President Newman then asked how many people in the audience might not wish to speak, but definitely were against the subject proposal. Ten people stood up to register their opposition.

Mr. de Quesada submitted a study to the Commission to show what the present zoning would allow for. Commissioner Ritchie then asked Mr. de Quesada about the number of people he planned to have in this office. Mr. de Quesada responded that



normally six people would be in the office, but with special projects it could grow occasionally to ten persons. Commissioner Ritchie stated that he noticed that the garden has been excavated. Mr. de Quesada explained that the retaining wall collapsed, so that the garden by necessity had to be excavated.

President Newman asked if the area is zoned correctly. Mr. Jacobs responded that the area might not be zoned correctly, but that in any case a change would have to be initiated by the community.

President Newman called for the Director's recommendation. Mr. Jacobs stated that he recommended disapproval of the subject application for the following reasons: The neighborhood is predominantly residential in character and is a very pleasant residential community; professional office space would draw non-residential traffic into this area, increasing activity and creating the potential for residential instability; and there has been no demonstrated public benefit or need for the location of this proposed office space in this residential area.

Mr. de Quesada asked if he might not be heard again. President Newman responded that the Commission would be happy to hear further from him. Mr. de Quesada stated that architects provide a public service and that great architects like Frank Lloyd Wright, Le Corbusier and others have worked in residential areas primarily, certainly not in rooms with eight-foot ceilings in downtown areas. He went on to say that it is absurd to have the downtown area empty at night, so that we end up developing both a day-time area and a night-time area in our urban areas. Additionally, people who work too far from home are faced with long commuting times. Mr. de Quesada then stated that he had hoped that this neighborhood would have a more rational approach to this difficult urban problem, and he concluded his remarks by saying that much worse things could happen at this site under the present zoning.

Commissioner Porter moved, and Commissioner Fleishhacker seconded the motion, to accept the Director's recommendation calling for disapproval of Conditional Use Application 71.52. The vote of the Commission was 7-0 in favor of this motion.

ZM71.17 - (1) Block bounded by Larkin, Chestnut, Hyde and Lombard Streets;

(2) 2601-2709 Larkin Streets, west side 124.4 feet south of Francisco Street to Lombard Street, and 1204 Lombard Street, north side 87.5 feet west of Larkin Street.

(3) Chestnut Street, north side between Larkin and Hyde Streets;
and

(4) Hyde Street, east side between Chestnut and Lombard Streets.
R-5 to an R-3 District.

Mr. Jacobs stated that the Department has received a letter dated October 25, 1971, from Mr. James Mallot, applicant in this case, requesting postponement for

a period of three weeks of the hearing on his application. Mr. Jacobs stated that the staff also discovered yesterday that inadequate public notice inadvertently was given for the review of this application by the Commission, and that a new notice needs to be given to all interested property owners. Mr. Jacobs therefore recommended that the hearing on this application be postponed until the Commission meeting of December 2, 1971.

Commissioner Finn moved, and Commissioner Fleishhacker seconded the motion, for a postponement of this calendar item to the hearing of December 2, 1971.

Commissioner Porter stated that those in opposition to the subject application might wish to know that the City Planning Commission always grants a delay on request of the applicant, although in this case there is the additional problem of inadequate public notice, as Mr. Jacobs has stated.

J. Ronald Pengilly, attorney for William C. Haas, asked for clarification on the points raised by Commissioner Porter. Mr. Passmore stated that the legal notice for this hearing would allow only for maintaining the present classification of R-5, or for reclassifying the subject property to an R-3 District. In other words, he stated, no other classifications could be decided upon, such as R-4 or R-3.5 Districts.

Commissioner Fleishhacker asked if the substantive issues would be any different at the December 2 hearing. If not, he suggested that there is no reason to continue discussing the case at this time.

Mr. Pengilly stated that he found the pronouncements of Mr. Passmore disturbing.

Marvin D. Morgenstein, representing American Savings, expressed his disappointment with the hearing's postponement, and he found the reason for the continuance to be disturbing.

The Commission voted unanimously to postpone the hearing until December 2, 1971.

CU71.16 - Alemany Boulevard, northwest side 507.3 feet southwest of Crescent Avenue.
Request to construct an automatic car wash with gasoline dispensing facilities.

Mr. Steele read a letter submitted by the applicant in this case, asking for withdrawal of Conditional Use Application 71.16. Commissioner Rueda moved, and Commissioner Miller seconded the motion, to accept the letter of withdrawal as submitted by the applicant. The Commission voted unanimously in favor of this motion.

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Hearing no further business, President Newman adjourned the Commission meeting at 3:55 p.m.

Respectfully submitted,

R. Bruce Anderson
Acting Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, November 11, 1971.

The City Planning Commission met pursuant to notice on Thursday, November 11, 1971, at 2:15 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Samuel Jung, Planner IV; and R. Bruce Anderson, Acting Secretary.

The San Francisco Examiner was represented by Donald Canter; the San Francisco Chronicle was represented by Ralph Craib.

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meetings of September 30 and October 20, 1971 be approved as submitted.

CURRENT MATTERS

Walter S. Newman, President, stated that he wished to publicly recognize the Department and Mr. Jacobs in particular for receiving the 1971 Bay Area Environment Award at a luncheon meeting today of the San Francisco Bay Area Council.

Allan B. Jacobs, Director of Planning, advised the Commission that following today's meeting there would be two Commission Committee meetings; the Citywide Comprehensive Plans Committee will meet in the Commission Room, and the Plan Implementation Committee is scheduled to meet in the Director's office.

The Director also informed the Commission of a meeting to be held this afternoon at 4:00 P.M. in the Commission Room involving Sunset community leaders, staff of the Public Utilities Commission, and the Department of City Planning to discuss operating problems and issues facing the Municipal Railway.

Mr. Jacobs noted that he had sent a letter this morning to Allan S. Hart, District Engineer, State Division of Highways, with staff comments pursuant to the Department's review of plans for proposed improvements to Doyle Drive. He stated that it is his understanding that by this time each Commissioner has received a copy of this letter. Then Mr. Jacobs briefly outlined the history which led to the writing of this letter. He first stated that last January the Commission reviewed the State's plans for proposed improvements to Doyle Drive. At that time, certain concerns over the capacity of the roadway, the lack of provision for public

transit, and the roadway's impact upon the environment were discussed. The Department's report, expressing such concerns, was then endorsed by the Commission. Secondly, Mr. Jacobs stated, the staff had met several times with State officials so that these concerns could be resolved satisfactorily in the plans. The Department recently received the State's final designs for Doyle Drive. The Department reviewed these plans, in light of both the January report of the Commission and the various policies established by the Board of Supervisors for this corridor. Staff found major discrepancies between the final plans and the criteria established by the Board of Supervisors and the Planning Commission. Mr. Jacobs added that, in handling this matter, he is representing the Planning Commission, the Office of the Mayor and the Board of Supervisors as the City's designated representative for coordination of planning matters in the Presidio.

President Newman asked Mr. Jacobs how the final plans vary from the design criteria presented to and endorsed by the Commission last January. Mr. Jacobs responded that there are some major and some minor areas of disagreement. First, he noted that under the State's proposed design the vehicular capacity of this segment of the Golden Gate corridor would be increased. This action would create additional bottlenecks and would provide further pressures to expand the capacity of the Bridge itself and ultimately, the road to the east. Second, the proposed design does not match the existing steel truss structure of the Presidio viaduct. The two differing structures would create an unsightly view from the Bay and from the Presidio. Third, no provision for transit (such as exclusive bus lanes) has been made. This would restrict severely planned transit improvements for the North Bay. Fourth, the light fixtures, historically a part of the Golden Gate Bridge, are shown as removed. This would diminish significantly an original unique design characteristic of the Bridge. And fifth, the design details encroach unnecessarily upon the adjacent environment and would require, for instance, the excessive removal of trees.

Commissioner Mellon stated that he wished to comment on this matter, although, as he stated, he has not yet seen the report or the correspondence referred to by Mr. Jacobs. He said that the State Division of Highways is doing this work by request of the Bridge District. On the basis of a safety issue, Mr. Mellon stated, he would expect the capacity to increase and that certain design changes might have to be made. He added that it might be possible to loan money to the State from the City's gas tax fund to achieve the necessary improvements. Mr. Jacobs responded that the Department's report most certainly is directed to the issue of safety. He stated that safety and design, when taken together, sometimes do not work out satisfactorily at the edges of such improvements. Commissioner Fleishhacker commented that the Commission discussed most of these issues earlier with a representative of Mr. Hart's office. Commissioner Mellon continued his remarks, saying that everyone can agree that the primary issue is the separation of northbound and southbound traffic. Mr. Jacobs responded that sometimes in attempting to achieve such an objective, certain safety features and proposed improvements have a way of getting out of hand from the original scope and intention of the work.

Mr. Jacobs proceeded with the final item under the Director's Report, advising the Commission that last Tuesday, new plans were filed by the developers of property at 1150 Lombard Street on Russian Hill for consideration by this Department and by the Commission. He stated that these plans replace a set of plans which were filed temporarily on October 15, in order to preserve the active status of the building permit application previously disapproved by the Commission and appealed to the Board of Permit Appeals; this appeal was eventually withdrawn.

Mr. Jacobs advised the Commission that the latest plans show a two-tower scheme with tower heights of 357 feet on Lombard Street and 243 feet on Chestnut Street. He said that he wanted to emphasize that this latest scheme was not shown to or reviewed by the staff or the neighborhood prior to its presentation at a press conference and the filing of the plans with the Department. After review by the staff, Mr. Jacobs added, the new plans will be brought before the Commission. Statements have been made by the developers as to conformity of their scheme with the Urban Design Plan, but conformity or conflict with the policies and criteria of that Plan can be determined only after Department and Commission review.

Commissioner Fleishhacker recalled that when this matter came before the Commission previously, it was denied on the basis of discretionary review and not the Urban Design Plan. He added that it appears to be coming back to the Commission on the same basis. Commissioner Ritchie said that he was under the strong impression that everyone had reached a meeting of the minds insofar as the developers had agreed to work closely with the community in preparing plans for this project. Mr. Jacobs responded affirmatively to Commissioner Ritchie's remark. Commissioner Rueda then added that he understood that the Department's staff also was to be included, and once again Mr. Jacobs responded in the affirmative.

R71.50 - Acquisition of property for mini-park program, Block 124, portion of Lot 45, west side of Hyde Street between Vallejo and Green Streets.

Samuel Jung, Planner IV, presented this referral to the Commission for its consideration. He stated that the proposed mini-park site is the vacant southerly half of Lot 45, Block 124, on the west side of Hyde Street between Vallejo and Green Streets in a high-density residential area on the western slope of Russian Hill. The entire lot, Mr. Jung stated, is 57.5 feet wide on the front property line and 137.5 feet deep, with the northerly portion of the lot improve with a four-unit apartment building. He then said that at present, driveway access is provided on the vacant portion to an open parking area to the rear of the apartment building. Therefore, in order to utilize the driveway as a part of the mini-park, it will be necessary to provide two substitute parking spaces. It would be possible for the City to lease an area for two spaces at the front of the mini-park site to the owner of the building for the duration of its life. A parking variance could be granted for the third required space. Mr. Jung continued his presentation, by stating that the property is zoned R-4 and that it slopes down from the street toward the west. He said that in view of the difficulty in finding available land in the area, that it would be desirable to acquire this property as soon as possible. The mini-park will be financed with funds from the Department of Housing and Urban Development Open Space Grant and City matching funds. HUD has agreed to approve

the site if acquisition takes place before December 31, with development occurring before the first six months of 1972. Mr. Jung concluded his remarks by stating that it is recommended that the Director be authorized to report that the acquisition of a portion of Lot 45, Block 124, on the west side of Hyde Street between Vallejo and Green Streets for the mini-park program is in conformity with the Master Plan.

Commissioner Fleishhacker requested Mr. Jung to repeat the dimensions of the proposed mini-park. Mr. Jung responded that it would be approximately 30 by 137.5 feet. President Newman then asked Mr. Jung to explain why parking would be required on the site. Mr. Jung responded that parking would be required in order to achieve conformity with the City Planning Code to satisfy parking requirements of the dwelling unit on the northerly portion of the site. Commissioner Fleishhacker then asked if the lot area is open on the rear portions of this site. Mr. Jung responded in the affirmative. Mr. Jacobs then stated that he felt that he should advise the Commission that the original open space application called for two mini-parks in this immediate area. He said that the money available for this program is now running out, and that the Department of Housing and Urban Development has given the City a small extension of time in order to acquire land for at least one mini-park in the area. He then repeated the staff report recommending conformity to the Master Plan.

At this point in the proceedings, Mrs. Porter entered the Commission room and assumed her seat at the Commission Table.

President Newman stated that he feels it is not terribly aesthetic to have two parked cars on the front edge of this mini-park. Mr. Jung responded that if a driveway is to be maintained or provided, that such a driveway would be considered an attractive nuisance when children play on or about such a driveway. Mr. Jacobs stated that because time is of the essence that the important thing today is to make every attempt to acquire the land as soon as possible. Design details of the site, including the valid concerns expressed by President Newman, can be worked out at a later date.

Commissioner Mellon moved, and Commissioner Ritchie seconded the motion, to accept the staff recommendation calling for acquisition of this property for the mini-park program. Commissioner Porter asked if the City would not need the rest of the parcel as well, for ten years from now it will probably cost four times as much to acquire the northerly half of the lot.

The Commission voted unanimously to approve the motion, calling for acquisition of a portion of Lot 45, Block 124, on the west side of Hyde Street between Vallejo and Green Streets for the mini-park program.

Both Commissioner Porter and Commissioner Ritchie stated that if at all possible the entire parcel should be purchased. Commissioner Fleishhacker asked for clarification from Mr. Jung as to what is on the rest of the parcel. Mr. Jung responded that on the northerly half of this parcel is an existing apartment building.

The Commission then voted unanimously to further recommend that if at all possible the northerly portion of Lot 45 should be acquired at the same time as acquisition of the southerly portion.

Commissioner Porter stated that she had received a resolution recently adopted by the San Francisco Real Estate Board, protesting a recent decision of the Planning Commission in denying a request for Conditional Use authorization to allow construction of the Hotel Pierre on Nob Hill. Mrs. Porter stated that she felt that the Real Estate Board should have the City Charter interpreted for them, because the issue is not whether the Commission was right or wrong in its decision. She stated that the central point is that the City Planning Commission did not exceed its jurisdiction in considering this matter. Commissioner Fleishhacker stated his feeling that the San Francisco Real Estate Board should be able to understand the Building and City Planning Codes without any considerable amount of error involved. Commissioner Mellon stated that the Commission's action got confused with the staff study of hotels and motels in San Francisco, and that such confusion indeed was unfortunate. Commissioner Fleishhacker then stated that the City Planning Code says, in effect, that Conditional Use authorization requires finding that a particular use is either necessary or desirable in a given location. Commissioner Mellon responded, by stating that the issue of whether or not to build a new hotel or motel does not require a study by the staff of the Department. He stated further that the Department and Commission are not the experts in deciding how much new hotel and motel construction is possible. Mr. Mellon stated that the people who make the investments and the people who are in the business should be the ones to know what the market will allow for on the issue of new construction. Commissioner Porter then stated that she did not vote against the Hotel Pierre because of the staff study, but simply because the hotel as proposed by the applicant does not belong in the location applied for.

Commissioner Mellon continued the discussion by stating that the Department's conclusions do not have a claim to validity on this matter. Mr. Jacobs responded, by stating that the San Francisco Chamber of Commerce and the Convention and Visitors Bureau can stand behind every one of the claims made in the study. Commissioner Mellon responded that indeed this may be the case, but that after all, these two organizations run the present hotel business in San Francisco. In a word, they hardly would qualify as disinterested observers. Commissioner Rueda then stated that there had been testimony before the City Planning Commission as to the vacancy factor in hotels and motels in the city, in addition to findings of the staff study as presented. Commissioner Porter added that the Conditional Use decision was made, at least in her mind, apart from findings of the study.

Hearing no further business, President Newman called for adjournment of the meeting at 2:45 P.M.

Respectfully submitted,

R. Bruce Anderson
Acting Secretary

ABJ

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Wednesday, November 17, 1971.

The City Planning Commission met pursuant to notice on Wednesday, November 17, 1971, at 7:30 P.M. in Room 282, City Hall.

PRESENT: James J. Finn, Mortimer Fleishhacker, Mrs. Charles B. Porter, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President; Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; James White, Planner III - Transportation; Charna Staten, Planner II; and R. Bruce Anderson, Acting Secretary.

In the absence of President Newman, Commissioner Fleishhacker was asked to serve as chairman for this meeting.

Commissioner Fleishhacker stated that the Improvement Plan for Transportation is the third in a series of plans for the revision of the City's Master Plan. He then said that the Residence and Urban Design elements of the Master Plan already have been presented, reviewed and adopted. Other elements such as Recreation-Open Space will be released in the coming year.

Commissioner Fleishhacker told the audience that this is the second of three public hearings on the Improvement Plan for Transportation. The first hearing was held October 20, 1971, and the third is scheduled for December 1 at 7:30 P.M. in this room. The Planning Commission and its staff are here this evening to receive comments and suggestions on this Plan. Commissioner Fleishhacker pointed out that the particular wording of the Improvement Plan for Transportation to be considered for adoption as the Transportation element of the Comprehensive Plan will be found on pages 11 through 36, and accordingly, members of the audience were asked to confine their comments basically to this section of the Plan.

Commissioner Fleishhacker requested those who wished to speak to fill out a card, and to submit the completed card to the Acting Secretary. He requested that comments be limited to five minutes, unless of course there is something to be said that others have not said. Commissioner Fleishhacker then stated that Mr. Jacobs would have a few comments to make before beginning the testimony.

Allan B. Jacobs, Director of Planning, informed members of the audience that on September 16 the planning staff presented to the Planning Commission the Improvement Plan for Transportation - A Proposal for Citizen Review. He stated that this is the third major report recommending revisions to the Comprehensive Plan for San Francisco. Budgetary considerations have limited the printing of this Plan to 1,000 copies and the staff has attempted to distribute them as widely as possible. Copies have been mailed to community groups, City departments and officials and other agencies. Requests by individuals for copies were filled if such requests were made by San Franciscans. Mr. Jacobs then stated that as of this time, the staff is unable to give out any additional copies, and therefore he recommended that persons wishing to examine the Plan might wish to visit the Department's library at 100 Larkin Street or to contact a community group to review its particular copy.

Mr. Jacobs stated that he wished to go over quickly the process of review which the staff will be using to evaluate the public comments. He stated that members of the Planning staff will be taking notes at this hearing and at the hearing on December 1. The Planning staff also is available to give presentations of a slide show on transportation and to participate in discussion with community groups; the staff would welcome invitations along these lines. Mr. Jacobs added that the staff already has spoken with the Sunset Parkside Education and Action Group (SPEAK), the Sunset Heights Improvement Club, and the San Francisco Planning and Urban Renewal Association (SPUR). He then stated that following the final hearings the staff will evaluate the comments and suggestions of the citizens and prepare a summary paper of these comments and evaluations. This in turn will form the basis for the revised version of the Improvement Plan for Transportation, to be presented to the Commission in early January for consideration as the Transportation element of the Master Plan. Finally, Mr. Jacobs requested that those speakers who have prepared statements in advance to please be so kind as to leave a copy with the Acting Secretary of the Commission.

Julie Ann Bowman, Chairman of the Planning Committee of the Mission Coalition Organization, wished to introduce Mr. Carlos Carrillo, President of the Mission Coalition Organization, and Miss Louisa Esquerro, Chairman of the Mission Model Neighborhood Corporation. Miss Bowman stated that she would like to make the MCO statement in English, and that following her remarks, Mr. Carrillo would like to make a summary in Spanish for the benefit of the Spanish-speaking people in the audience.

"The resident population of the Mission is 110,000 people, or 15% of the city. We don't think the Plan gives the interests of our people proportional consideration. We of the MCO, representing the people of the Mission through our 109 member organizations intend to have a voice in the future of our district and of our city. We want the Planning Commission and the Traffic Department to know that we are organizing residents around these issues and that we want to go on record at this time and state that the traffic problems are not resolved to our satisfaction.

"We support the basic ideas of a long-range plan and we hope to cooperate with this Plan. We can only do so if we are allowed to participate, and if our wishes are not only given considerations, but appropriate action. We want the Planning Commission to know that we are proud of our district and want to improve it.

"Therefore, we have set forth the following ideas:

1. The Plan in Policy 1, Objective 1 -- offers an invitation for citizen involvement in the Transportation Plan. We accept this invitation and have formed a Transportation Subcommittee of the MCO Planning Committee and hereby offer to work with the City Planning Commission and Department, hopefully with your cooperation and welcome.

"2. We feel that the Transportation Plan should deal more with the problem of moving people instead of moving cars. The Plan should mandate that the Traffic Department be more concerned with the residents than the commuters.

"3. The Mission does not want to be considered as a highway for Peninsula commuters. Peninsula participation in BART is the correct resolution of this commuting problem. Furthermore, the extension of BART to the Peninsula will also give many unemployed Mission District residents access to jobs at the airport and other Peninsula places.

"4. We see from the Urban Design Plan, page 102 that much of the Mission is an area where the three "environmental deficiencies" coincide. There is need for extra effort to correct these deficiencies, but there are few specific measures for the Mission in the present Transportation Plan. Furthermore, the Mission is a Model Cities area, and since the eyes of the Federal Government and the Nation will be on the Mission, we suggest special attention to the transportation environment of this area.

"5. Sample street improvement projects, coordinated with Model Cities' program and the Mission Coalition would strengthen the Transportation Plan, gain cooperation of the Mission citizens, and should begin when the Plan is approved.

"6. We are concerned about the Major Thoroughfares of the Plan, and would like to be sure that traffic does not increase on these Major Thoroughfares, especially those with residential population. What are you going to do for those residents who live on major thoroughfares? How are they to be protected? There is nothing in this plan which indicates any protection for those residents. It is known that a number of residential streets in the Mission, such as

Dolores and Guerrero are already operating a more than 100 percent of rated capacity and this condition should not be allowed to continue. We see that Guerrero Street, which is completely residential, has been classified as a Major Thoroughfare in the Plan. We believe that Guerrero should have the present level of traffic reduced and should become a Secondary Thoroughfare. Potrero and South Van Ness are heavily residential and must be protected with extensive buffer treatment.

"7. City residents should be given higher priority than suburban commuters in the Plan, and Mission residents need much easier access by public transportation to other parts of the City.

"Travel to Golden Gate Park, the Beach at the Great Highway, the Presidio, Fisherman's Wharf or the Zoo, are all extremely difficult for Mission residents.

"8. We believe that the noise and air pollution of the Muni buses must be reduced and that buses which climb hills should be smaller and quieter.

"9. Many cities have experimented with mini buses, usually with subsidized funds and usually operating at a loss. The Mission District has a jitney system which is operated by owner-drivers at a profit, and provides an extremely valuable service to the residents. We believe the Mission Street jitneys are a valuable transportation mechanism, and urge that the present drivers be offered alternate routes when BART is established. We suggest that this system has substantial benefits for other parts of the cities.

"10. We urge the Planning Commission to express its support for the pending State Automobile Noise Control Legislation, and to incorporate noise control regulations for the city whenever possible.

"11. We urge that the bicycle route plan be supported by the Commission and that routes from the Mission to City College, San Francisco State, Golden Gate Park, and eventually John McLaren Park should be included in the Plan.

"In summary, we have both hopes and fears of the Plan's effects on the Mission and the City and we will maintain a strong interest in its progress. Copies of these resolutions, and some specific recommendations are available. Thank you."

Commissioner Fleishhacker asked Miss Bowman how she had arrived at the figure of 110,000 persons living in the Mission. Miss Bowman responded that the area they had used to arrive at such a figure extends from Dolores to Potrero and from Army to 11th Street.

Carlos Carrillo, President of the Mission Coalition Organization, first stated that the Mission District is too often used as a highway corridor to get into town. Such a corridor, he stated, endangers the lives of children. Also, there is a definite absence of open space in the Mission. Furthermore, he added, the MCO has gone to the City's Traffic Department to attempt to resolve these problems, but in response the Traffic Department has said that commuters come before residents. Mr. Carrillo wished to go on record that this problem is to be dealt with. In response to Mr. Carrillo's statements, Commissioner Rueda wished a clarification as to whether the Traffic Department definitely has said that it has more interest in commuters, and that if it did say such a thing, he wished to know the names of the people who had made the statement.

Marilyn Levine, a member of the MCO staff, stated that their organization has been trying to get traffic lights for a particular corner in the Mission. She stated that Mr. Hausen and Mr. Bray have told their group that gas tax funds are to be used for improvements for the motorists. Commissioner Finn asked Miss Levine about a point raised in the MCO statement concerning commuters. He asked if these commuters include San Francisco as well as San Mateo residents. Miss Levine responded that the term is meant to include both sets of residents.

Louisa Esquerro, Chairman of the Mission Model Neighborhood Corporation, stated that making traffic corridors out of the Mission does not help in trying to make the Mission a better place to live. She stated that Federal funding must be approved by MCO as one requirement, and that resident participation is the key to future planning and development in the Mission. She said that she would expect the City Planning Commission to coordinate its efforts with the Mission Model Neighborhood Corporation to make the Mission a better place in which to live, and that out of such cooperation everyone could expect to help solve the traffic problems now confronting the Mission.

Babette Drefke, 701 Kansas Street, wished to advise the Commission of her concern for Potrero Hill with respect to certain proposals in the Transportation Plan for Muni services. She stated that it took seventeen years to get the No. 19 line out to the Hill, and that the experiment has proved successful for two years. The Transportation Plan, she stated, wants to remove this line. Obviously residents of Potrero Hill disagree with this proposal. She went on to say that if the Commission wishes to add the Number 80 line for service to Potrero Hill, that such additional service would be perfectly acceptable to residents of the Hill. She then said that in such manner, residents of the Hill can keep coming down to City Hall and then travel on to the Marina. In closing, Miss Drefke reiterated her concern to keep Potrero Hill connected via the No. 19 line, so that residents of the Hill are not cut off from service, to the northeast quadrant of the city.

Richard Buike, 1730 12th Avenue, told the Commission that he does not resent anyone except himself, and that he is appearing at tonight's hearing with no axes to grind. Mr. Buike first stated that many things still make him uneasy about the transit aspects of the Plan, whereas other parts seem to be

all right. Along these lines he would like to get some clarification on certain assumptions which he feels are unrealistic. He feels that some of the material contained in some of these assumptions flies in the face of social and economic trends, and furthermore, he remains unfamiliar with the practical experience of those who put the transportation report together. Mr. Buike stated that the Plan is not based on any survey of users; that there are no statistics on those who use and those who do not use transit; that there was no survey of what the current transit management thinks; and that quality of service did not receive adequate coverage. Little was said about those who do not use the system. Put another way, Mr. Buike said, there are large numbers of transit vehicles and a large number of men but management remains the issue. As a taxpayer, he objects to the present service. It is his feeling that the big group now using transit is the commuter group, whereas the people who are not members of this commuter group do not have enough money to buy automobiles. Mr. Buike then stated that the cost of all of this is not the issue of fairbox collection, the Muni deficit, issuance of bonds, et cetera, for in fact the real costs of transportation come in other ways. He cited the cost of automobile payments and insurance as examples of real costs.

At this point in the proceedings, Commissioner Fleishhacker interrupted Mr. Buike to remind him of the limit of five minutes for testimony. He asked Mr. Buike if he had other points to make to assist the Commission on ways to improve the Improvement Plan for Transportation. Mr. Buike stated that San Francisco can afford to do transit and to provide for the automobile; the question remains as to how all of this will be paid for. Mr. Buike said that users of the transportation system do not, cannot and will not pay for it all the way. On the other hand, non-users will have to pay for it even though they do not want to. He then stated that he has tried to stick to pages 11 through 36 of the Improvement Plan, even though, he feels, others have not done so. He asked if this Plan is a noble experiment, if one is to put a label on it, or if it is simply "business as usual." In his opinion this whole thing represents transit for the other guy. Commissioner Finn asked Mr. Buike if he is aware that the San Francisco Municipal Railway has a transit ridership higher than any other city except New York City. Mr. Buike, in response, asked what that proves. Commissioner Rueda asked Mr. Buike if he wished to dispense with transit. In response, Mr. Buike answered in the negative. He said the whole objective is to make the system much better.

Robert Zolly, 1417 Guerrero Street and representing Los Guerreros Neighborhood Association, stated that his comments would be directed towards pedestrian aspects of transportation movement. Mr. Zolly then read and submitted the following prepared statement:

- "1. The Transportation Element of the Comprehensive Plan has neglected sidewalks as a form of transportation. Section 116 of the City Charter calls for the M.P. to show the character and extent of existing transportation routes. The sidewalks of S.F. are pedestrian transportation routes. The pleasant characteristics of sidewalks need to be documented so that erosive factors of

increased vehicle usage, accompanying noise, and street widening can be combatted by historical documentation showing how the good qualities of pedestrian life are being threatened by a creeping increase in vehicle density that was never sanctioned by an approved plan. The Transportation Element of the Comprehensive Plan is in violation of the City Charter where the Plan does not document existing pleasant walkway quality.

- "2. Using gas tax money to improve the results of vehicle caused pedestrian discomforts. The City of San Francisco should initiate state legislation to use gas tax money for street improvements and planting. Financing from other sources is inadequate and the cause of these discomforts is attributable to the vehicle which should bear the cost of improving negative influences.
- "3. The creation of a new Department of Pedestrian Transportation. The City of San Francisco should institute a Department of Pedestrian Transportation to look after preserving the use quality of public walkway systems. This Department is needed to counter influence the existing Department of Traffic which has as its primary philosophy, the moving of platoons of vehicles through which the pedestrian must nervously traverse. The need of the pedestrian to comfortably walk through the City requires a departmental voice within city government.
- "4. Creating a priority plan for selecting significant sidewalk and bicycle routes. A plan in proportion to the needs of all San Francisco neighborhoods should designate walking and bicycle routes which best connect to elements such as parks, schools, and neighborhood shopping areas. These routes chosen also on the quality of comfort and the number of people they serve can then be protected and upgraded.
- "5. Instituting A Noise Tolerance Ordinance within S.F. To protect the quality of life both on city streets and within homes, a Noise Tolerance Ordinance which would set maximums on noise output from vehicles and other sources is needed. Chicago is an example where within the last year a pioneering effort has resulted in giving tickets on a regular basis to violators of the noise ordinance.
- "6. Installing speed governors on city buses. A mechanism of this type should be on all buses which use city streets to prohibit them from speeding. An exemption can be made for those few buses using freeways.

- "7. Limiting vehicles in San Francisco to the carrying capacity of our streets. The total vehicle carrying capacity of streets should be documented in the Transportation Element so that this numerical figure can be used as the standard the city can allow. It is generally accepted in traffic planning that the physical dimensions and topography of a street system will give a numerical range of vehicles that can be carried. The Planning Commission, the Urban Planning Department and the Traffic Departments need qualified evidence to support the case against traffic growth.
- "8. The unplanned growth of vehicle congestion presently existing and forecasted for the Mission District and South San Francisco. The lack of planning and protective physical design allows the commuter vehicle to daily conduct raids characterized by over use of the residential streets in the Mission and adjoining neighborhoods to the South. A study of the Mission District by the University of California shows that in respect to the physical characteristics of streets, the streets to follow are carrying 100% or more of their capacity levels:

<u>Guerrero</u>	N to So.	160% capacity
	19,000/day in both direction on an almost entirely residential st.	
<u>Dolores</u>	N to So.	174% capacity
<u>Valencia</u>	N to So.	133% "
<u>Army</u>	E to W.	160% "
	W to E	140% "

There are other streets, these are amongst the most severe.

These vehicles by enlarge are destined for originating from the the peninsula communities to the south of the city. They are in great part the reason for the constantly more apparent loss of neighborhood pride. Traffic on freeways near the Mission is so congested that commuters leave these roads for neighborhood streets. The City has not helped the problem by designating almost entirely residential streets as arterials. We in the Mission need physical barriers to keep the commuter off our residential streets. Traffic planners need look no farther than Berkeley to see how that city has erected barriers to commuters using residential streets to get to BART stations.

The Transportation Element should classify vehicle capacity of city streets by the nature of the land use on those streets. Residential streets should not be classed as commuter arterials.

- "9. The proposed increase of street lighting on residential streets should not be done if the major result is increased traffic. The Transportation Element proposes new lighting conducive to high speed and over capacity vehicle use of residential streets. This lighting will encourage added vehicle use much more so than it will increase pedestrian safety and safe neighborhoods. Any system for lighting a particular street should be done only through consulting and gaining a majority vote from residents along that street.
- "10. Adding an underground loop to the BART system to more completely serve city residents. The present BART system takes people to and from downtown. Another loop segment going through the highly populated outer neighborhoods will enable city residents to get around the entire city. An ultimate rapid transit plan should enable a resident to get from one neighborhood to the zoo or to another destination which is not in downtown."

Mr. Zolly then wished to find out how this evening's meeting was advertised to the public. Mr. Jacobs responded that the meeting was advertised officially as required by law. Notices were sent to community groups and organizations, and the date of this evening's hearing and the one for December 1 have been noted at earlier meetings of the Commission. Mr. Zolly then wished to know the ways in which the public could follow through on tonight's meeting. Mr. Jacobs responded that the staff would meet with interested groups, an invitation it has expressed all along.

Marguerite A. Warren, 1746 32nd Avenue and President of the Sunset Community Improvement Club, first stated that she was not necessarily speaking for her organization, as there would be some issues she would address herself to which pertain to the entire city. Miss Warren read selected parts of the Improvement Plan for Transportation, focusing on the problem of inward and outward mobility characteristics of low-income groups. She stated that on the regional level, we will need to find ways to share the load of public housing with others rather than to allow further concentration of that which now exists in San Francisco. Miss Warren then stated that she was not at this evening's hearing to claim that the Sunset District is overwhelmed by traffic conditions, but on the other hand she did wish to point out certain deficiencies in the Great Highway plan. She noted that this thoroughfare is used primarily for San Mateo commuters on a Monday-through-Friday basis, carrying about 16,000 vehicles a day. The Improvement Plan for Transportation suggests ways in which traffic is to be controlled or changed in the use of Great Highway, but nothing, she added, is shown about provisions necessary to shift the 16,000 vehicles to other city streets. Miss Warren then pointed out that the Plan does not extend itself to the question of the Trans-Bay Terminal, especially when AC Transit service is curtailed with the opening of the BART tube. Commissioner Finn responded to this point, saying that the AC Board of Directors has not said that AC Transit is going out of business with the opening of the BART tube. Miss Warren continued, noting that operations and plans of the Golden Gate Bridge, Highway and Transportation District were not taken into account.

Miss Warren stated that as far as BART is concerned, it is quite limited in the transportation picture. For example, 1962 study showed that only 18% of San Francisco residents would use BART. In addition to the appearance of BART, Miss Warren expressed her particular interest in express transit services, involving both Muni and BART. The operational problems of tying in with BART, she noted, would involve at the very least the question of transfer privilege, because while the present fare for Muni is 25¢, BART service in the city will cost 35 to 40¢. Miss Warren went on to say that she comes from a part of the community that all along has been on the tail end of the city's transportation system. For example, the community must contend with 19th Avenue, with its policy of no left turns. On a citywide basis, Miss Warren expressed her concern about the importance of getting together with BART. AC Transit, the Airport Golden Gate Bridge and Marin County; however, the considerations required to do so were not part of the Plan. In essence, then, she said that what bothers her the most is that some people are projecting, while others, such as Mr. Finn, say that the problems are operational in nature. As an example of this duality in viewpoint, she cited the projection to connect Bay Street to the Golden Gate Bridge. Such a connection would be in conflict with the proposed cable car extension in the Fisherman's Wharf area. Miss Warren also noted that while some of the plans certainly seem feasible, everything is dependent on the availability of funding.

Susan M. Smith, representing the Waterfront Committee of San Francisco Tomorrow, stated that the Committee opposes all new waterfront perimeter drives. In developing her point, Miss Smith cited many problems, issues and goals as stated in the first 20 pages of the Plan. However, she said, when examining the policy about diverting automobile traffic onto non-residential streets, such as Bay and North Point Streets, she sees a conflict. Along this one-way couplet, she noted, there are the new North Point Apartments, Ghirardelli Square, Cost-Plus, the logistical problems of Northpoint slamming into Fort Mason, and thence onward to Marina Drive. Given these practical considerations, she feels that priorities one and two on traffic diversion must be questioned. At this point, Commissioner Fleishhacker wished to make sure he understood the point made by Miss Smith, namely, that she is not saying that heavy traffic does not now exist on Bay and North Point Streets. If his understanding is correct, Mr. Fleishhacker stated, then traffic would only have to go somewhere else if not on Bay and North Point Streets. Faced with such an alternative, he asked Miss Smith for her solution to this problem. Miss Smith responded that the problem calls for improved public transit. Commissioner Rueda then asked for the specific types of programs for improvement of public transit. Miss Smith responded that the objective is making driving unattractive, so that public-oriented transportation has a chance. She wished to make the additional point that the cost of the Maritime expressway has not been stated in the Plan, as she believes it should be.

A.R. Roderick, 1351 LaPlaya, stated that he was appearing as a representative of T.E.K.A. Mr. Roderick said that the Plan involves many departments, and because of this, the reader is assisted in the way in which the Plan is codified. Mr. Roderick then read and submitted the following prepared statement:



"The IMPROVEMENT PLAN FOR TRANSPORTATION was prepared by City Planning, in consultation with the Dept. of Public Works and the Muni Railroad according to Mr. Jacobs' letter to you. The Plan involves other departments as well, I've discovered. The plan is an important and valuable step in that it permits constructive evaluation in advance. My remarks are directed, with constructive intent, to one segment where it appears clarification is genuinely needed.

"On Page 24 of the Plan booklet, under Guides to THOROUGHFARES PLAN, the GREAT HIGHWAY is described as follows: 'The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic and safe pedestrian crossing.' On Page 25, the map shows the Great Highway as a 'recreational street'. On Page 8, the map shows only that area to the ocean-side of the Great Highway roadbed - only $\frac{1}{2}$ of the park land, actually, as a major open space and the Transportation Plan proposes to reduce that space even further by making parking lots!!! On Page 19, Policy 3, recognition is given to reduction of pollution and noise. On the same page, Policy 4, recognition is given to designing and locating facilities so as to preserve the natural landscaping and to protect views. On Page 21, Policy 4, objective is indicated to 'Discourage nonrecreational and non-local travel in and around parks and along the shoreline recreation areas ... while in another phase of the stated policy, it is to increase local traffic, when it results in creating new roadway entrances and exits, such as at the west end of Noriega. Another point of the Policy 4 is that (the plan) should 'reduce the use of involved streets as throughways and offer opportunities for leisurely, scenic driving consistent with pedestrian, equestrian and bicycle movements along and across the street. If you wonder how well in fact it has worked on the so-called Great Highway, know please that the designed 8' wide bicycle path as interrupted in markings about opposite Kirkham because of overgrown ice plant on drifted sand - and is still that way.

"NOTE CAREFULLY Policy 2 on Page 20: 'Design streets for a level of traffic that will cause a detrimental impact on adjacent land usage.' This proposed plan for Traffic effects exactly the opposite, if implemented as written, and will add further difficulty and costs in the tens of thousands of dollars annually for maintenance, alone, at Ocean Beach!

"The various maps in the report, as well as the 'usual type of city map' indicates that the park road adjacent to Ocean Beach is the Great Highway. The City street signs show GREAT HIGHWAY as being that road bed at a level with La Playa and with 40th Avenue, i.e., that city street immediately EAST of the Recreation and Park Land.

"T.E.K.A. is pleased that the Board of Supervisors, the Supervisors 'Fire, Safety, and Police Committee' Committee, Recreation and Park, Department of Public Works, and Department of City Planning cooperated in effecting a study of the matter and instituting an interim improvement in Traffic Pattern on the upper 'Great Highway' by Lower Speed - Safety Zones - Bicycle Paths. We would be more pleased to find further improvements resulting in local citizen usage of the area as it is intended, a recreation and park area. Under this proposal for improvement of transportation, relative to the mis-labeled 'Great Highway', there is a call for substantial disruption of the park land by cut-&-fill operations along a 2 mile stretch between Lincoln Way and Sloat Blvd. by placing parking areas on the ocean side of the road, by T-section intersection of Noriega, by installing V-cuts over which the roadbed is to be bridged, thus to preserve the THOROUGHFARE aspect of the road at the expense of PRICELESS PARK LAND - Irreplaceable park land, San Francisco Park Land. On and on and on, the automobile ahead of people. Does this really sound like preserving the 'natural' aspects referred to in Policy 4?

"The Traffic Volume - Flow Study of DPW, Feb. 17, this year, shows:

Primary use of the roadway was for work-business purposes

87% of the Traffic was destined for other areas.

66% of the trip destinations were for peninsula cities

66% of traffic was for work-business-school use.

8% of traffic was for shopping usage (likely to increase with New
SAFEWAY located at Playland)

74% of traffic was non recreation

26% of traffic was for recreation usage -- only one-quarter for intended purpose! MUST THE RESIDENTS OF SAN FRANCISCO CONTINUE TO BE PUSHED ASIDE - and our priceless, non-expandable park land - be sacrificed further upon the alter of steel and chrome, supported by four tires?"

At this point in the proceedings, Commissioner Fleishhacker asked Mr. Roderick if he might not be able to summarize the points he wished to make. Mr. Roderick responded that he could summarize his points by being allowed to finish the rest of his statement. Mr. Roderick continued with his statement as follows:

"Must there again be the REPEAT RAPE OF RECREATION RESOURCES for the benefit of those who wish to move more quickly to the Counties to the South? 16 days ago I phoned the police to report that another of the payments for such a THOROUGHFARE CONNECTION convenience had been made, the smashed body of a 60-yr. old man lay on the park road as his unintended 'payment with life' for the convenience of such usage.

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"Within the past week - and my records show that this has been a substantial, continuing problem since the institution of parking lots in 1964 along the Great Highway - the S.F.P.D. has claimed that it is impractical to police the after-dark parkers and over-night campers (at 5:00 a.m., last Tuesday, I counted 29 such Over-nighters, notwithstanding the new prohibitive ordinance enacted last spring).

"The rats are averaging about 15" long in the parking bays -- remember that such parking lots are part of this proposed plan -- opposite Rivera and Santiago, with rat 'runs' packed down about the width of two auto tires, along the dunes. When the supply of garbaged tossed from the campers and parkers runs low, the rats move over to the avenues, and this has been reported in a feature article in one of our local papers. Ask the health department about this, their study is underway now, I've been advised.

"Is this really a rational transportation plan with due consideration to the nature of the area of Ocean Beach ... or is it in fact, a plan in spite of the nature of Ocean Beach?? Why is this segment of the plan directed to a park road instead of a city street? The 'Great Highway referred to in the Transportation Plan is NOT a City Street/ The City Attorney's Office has affirmed that it is not a city street... and so advised members of the Board of Supervisors, this year.

"To change the status to conform with the mis-labeling of the Transportation Report would require a public vote. Am I witnessing an attempt - albeit unintended - to by-pass such required approval? No, I think not ... not if timely 'feed-back' is understood and considered."

Following these remarks, Mr. Roderick stated that he has possible solutions as the Commission has asked for. He stated that the Great Highway area should be used for recreational use and for the benefit of San Francisco residents; these objectives should be given first priority. Commissioner Fleishacker stated quite frankly that the considerable amount of testimony by Mr. Roderick has turned out to be rather confusing to him. Mr. Jacobs stated that Mr. Roderick's testimony was, in his opinion, the most amazing misunderstanding and misrepresentation of a proposal that he had ever heard. Mr. Jacobs stated that plans for the Great Highway call for cutting down the number of traffic lanes from the existing four to two; that land now paved will be opened up for park use; that the present beach area is to be placed into structured use areas; that plans for the Noriega intersection are designed to help residents of the Sunset; and that the Army Corps of Engineers has proposed further consideration of a dune stabilization program. In response, Mr. Roderick stated that he refuses to accept four lanes of traffic; that he cannot see reasons for an increase in park land, or for that matter, for an increase in parking; and that the sand control plan referred to by Mr. Jacobs has been underway for over a decade.

C.R. Arnold, 350 Hamilton Street, said that proposals in the Plan for the Nos. 15 and 51 Muni lines represent good ideas for improve shuttle service. Mr. Arnold stated, however, that these two lines could be extended and that for sure the No. 15 line could be retained for Visitation Valley service. In his opinion, buses should be taken off Bryant Street to speed things up. He also felt that the No. 30 line express service could be expanded. And finally, he inquired about the cost of operating the Nos. 25 and 14 lines to San Mateo. Mr. Jacobs responded that the cost of operating these two lines comes out of the fare box. Commissioner Finn added that no tax subsidy is involved from San Mateo County. By implication, Mr. Jacobs added, Mr. Arnold was suggesting that San Mateo should be paying its fair share for this service, and he was in total agreement with Mr. Arnold's suggestion. Commissioner Fleishhacker thanked Mr. Arnold for making practical suggestions to the Commission.

Ted Walker, 625 Scott Street and announcing himself as representing the Muni Drivers Association, stated first that he wondered why so few copies of the Plan had been distributed. Mr. Jacobs responded that the budget for printing of additional copies was disallowed. Mr. Walker reiterated his strong feeling that more copies should have been made available, to which Mr. Jacobs responded that individuals have been approached for private contributions to produce an additional number of reports. Mr. Walker then inquired about all the "stuff" beyond page 36 of the Plan. Mr. Jacobs responded that all of the material beyond page 36 involves proposed programs, but that such programs are not for City Planning Commission consideration. Mr. Jacobs invited Mr. Walker to come in and talk with the staff regarding possible new programs. Mr. Walker responded that such material gets lost at City Hall. He then stated that the map on page 31 shows blue lines indicating transit systems. Mr. Walker said he wonders if San Francisco truly needs subways, for while subways may be all right for New York, they may not be good for San Francisco. Mr. Walker mentioned that the proposal shown along Parnassus involves great distances between subway stations. Mr. Walker again said he has to question the purpose of all the subways proposed. He said that if the speed of street cars is to be increased, then overpasses or underpasses at key intersections would be essential. Regarding the Parnassus depression, he cannot tell if such a proposal is for a subway or for perhaps a freeway. He then said that the proposal to push the No. 25 line from Bryant Street to Potrero represents quite a physical distance, and that in essence what is proposed represents a significant spacing out of lines. Mr. Walker called for comparisons between total runs now and projected total runs in the future.

In response to the points raised by Mr. Walker, Commissioner Rueda stated that he was happy to hear the expression of such points. Commissioner Rueda then said that Mr. Walker's points and those of others would be answered later. Commissioner Finn stated that, for some reasons, Mr. Walker appears to be under the delusion that BART service will result in Muni cutbacks. However, as a matter of fact, there has been no resolution of BART and Muni connecting services. Mr. Walker asked Mr. Finn when such resolution might be expected to occur, and Mr. Finn responded that resolution probably would occur in 1974.

Mr. Walker continued his testimony, stating that there are many points of critical importance stuck away in the Plan, and that people should not get carried away with the idea of subways. He also wished to know whether BART or Muni would run the projected transit service on the Geary corridor. Mr. Jacobs responded to this point, saying that no determination had been made as yet. Mr. Walker then stated that if Muni should run the Geary corridor, and if the proposed Sunset connection is completed, he wondered how Muni would get its cars up to the new Geary service.

At this point in the proceedings, Commissioner Porter, in response to many of Mr. Walker's questions, asked Mr. Jacobs if the Improvement Plan for Transportation would not be subjected to numerous public hearings regarding its implementation. Mr. Jacobs responded that Mrs. Porter is correct. Before sitting down, Mr. Walker again reminded the Commission not to go "subway happy" with this Plan.

Robert T. Murphy, 863 37th Avenue, told the Commission that San Francisco should create a small transit police force to patrol the stations, bus yards and other transit facilities. Also, plain-clothes officers should be employed to ride buses and street cars. Mr. Murphy said that we should have transit police patrols to enforce no parking zones, bus stops, red zones on tight bus turns, and to ticket people who pass street cars and cable cars when these vehicles are loading and unloading passengers. He stated his belief that this patrol force is necessary because drivers now receive no support from police, and he cannot believe that the support will occur magically in the future. Commissioner Rueda stated that it is his understanding that BART will have an independent police force as part of its operations. Mr. Murphy stated that on many transit vehicles in Europe there is an oscillating control camera, and that San Francisco might adopt such a system for its new street cars. Commissioner Porter responded that it is her understanding that BART will employ such a system.

Mr. Murphy continued with his testimony. He stated that express fares should not be reduced to 25¢. If such reduction is made, he said, people would be using expresses as they do locals, and thereby slow down expresses greatly. Also, he added, the only way a driver can tell when a person does not want the express is when he puts in 25¢ instead of 30¢. He said this differentiation in fares saves a lot of confused people a long ride. Commissioner Finn interjected at this point that the legal establishment of fares comes under jurisdiction of the Public Utilities Commission only. Mr. Murphy then stated that trolley buses should be kept on Market Street, and that they should not be de-emphasized by shoving them over to Mission Street. He said that it is possible to beautify the overhead by using modern poles, and by applying simple switches and crossovers. He said that it is not possible to beautify the sound made by, nor the pollutants emitted from, the diesel bus. He noted that the Plan calls for extension of the No. 41 line to the Golden Gate Bridge on weekends. This would necessitate a conversion of the No. 41 line from trolleys to diesel, whereas we could have the No. 45 line run to the Bridge instead. By doing this, it would give us the option of running the No. 45 thru the Presidio close to Fort Point, and return via the Bridge approach interchange.

Mr. Murphy then turned to the issue of considering new equipment for the Muni system. He suggested that some could be electrically powered, and that some could be diesel. Diesels could have a large rear platform, with outward-opening doors. These would be good on certain tourist lines. He said that such equipment could be used on the Nos. 41, 35, 30, 8 and 33 lines; the proposed 39 Coit Loop to Fisherman's Wharf; the shoppers shuttle; the Golden Gate Park concourse shuttle; and the proposed central loop. Mr. Murphy said that the diesel configuration could have a lock on low gear, similar to the old Mac buses, to facilitate slow, low-speed operation in downtown and on the Golden Gate Park shuttle services. He said that these vehicles should be extremely simple and well built, and easy to maintain. The diesel should be of a quiet type, even if a little efficiency is lost. Mr. Murphy then questioned whether the zonal fare system as proposed would work, for he suggested that people and drivers will not be hassled by such a system. In closing, Mr. Murphy emphasized once again the great need for a transit police force.

Jack Murphy, 1405 7th Avenue, reminded the Commission that the Urban Design Plan brought up the issue of automobile traffic, that such traffic should be buffered in neighborhoods and that certain arterials are to be used. Mr. Murphy stated that he lives on one of these main arterials, and that he believes everyone finds the level of auto traffic to be intolerable. The opportunity presented by the Improvement Plan for Transportation, he stated, should not be passed up to reduce the amount of auto traffic rather than simply "hold the line". In other words, Mr. Murphy stated, just to say that traffic should not be allowed to increase beyond certain limits simply is not enough. Mr. Murphy then stated his agreement with speakers from the Mission Coalition Organization, reemphasizing their points as to the danger and annoyance of automobile traffic on city streets and their accusation directed towards traffic engineering for not doing its job. Mr. Murphy then contended that the "fly in the ointment" in this Plan, as we all know, is the Department of Public Works. He stated that if the Department of City Planning is left alone that it would take care of major transportation matters pretty well. As an example of this point, he cited the pedestrian crossing at the intersection of 5th and Lincoln. Mr. Murphy said that the traffic engineers said that such crosswalks give pedestrians a false sense of security. He said that traffic engineering must have said this for good reason, because 100 people were killed last year in San Francisco in auto-related instances. Mr. Murphy said that the intersection crosswalk at 5th and Lincoln should be strengthened in favor of the pedestrian. He also reported that the traffic engineers have said that the way to keep automobile traffic and pedestrian movement separated is through the use of freeways.

At this point in the proceedings, Commissioner Fleishhacker asked Mr. Murphy how he would propose to row back the heavy amount of automobile traffic previously referred to. Mr. Murphy responded that he would increase public transit, create barriers to automobile traffic, reduce the carrying capacity of streets, enforce regulations now on the books with greater zeal, and extend the citywide system of bicycle lanes. Mr. Murphy stated that he had taken his family out to Sunset Boulevard for some bicycle riding, where upon the bicycle route sign was located on a four-lane roadway. Once again he stated that the Department of Public Works

should not have the considerable influence it obviously has, and along these lines, he pointed out the projected increase in capacity in the Laguna Honda area. One other possibility, Mr. Murphy observed, is that the Improvement Plan for Transportation definitely should include a policy that the absolute speed limit anywhere in San Francisco is 35 miles per hour.

Gene Morzenti, representing the Telegraph Hill Survival Association, said that much of what he would have to say tonight was said in 1968, but that he is still trying to get across the points now as then. Mr. Morzenti said that he misses his favorite speaker from the last hearing, a gentleman named Mr. Diamante, an announced candidate for Mayor. He felt that Mr. Diamante's point was excellent, namely, that the best way to move traffic through the city is on a peripheral routes. But the many clubs in this city, missed this point: the beautiful clubs, the ugly clubs; all the different clubs in San Francisco has to offer. He then stated that he also misses the waterfront woman, for she made many points worth considering. Mr. Morzenti noted that traffic is poured into high-density areas in San Francisco so that the city should be dealing with the issues of parking, the automobile and the effects of the bridges, for no amount of wishful thinking will remove these problems from our sphere. Mr. Morzenti then pointed out that he is speaking for the Telegraph Hill Survival Association, the Sansome-Broadway Merchants, and a few birdwatchers, even if they might disagree with what he has to say.

Mr. Morzenti then presented the following prepared testimony, point by point:

- "1. The Maritime Parkway is given full support.
- "2. Ramps to connect the Embarcadero Freeway stub-ends, at the foot of Broadway, with the Maritime Parkway must be immediately incorporated in the Improvement Plan for Transportation and given the same priority as the Maritime Parkway.
- "3. The assumption that the Embarcadero Freeway will be torn down in our lifetime should be abandoned as an unrealistic fallacy.
- "4. In order to protect the densely populated areas of North Beach-Telegraph Hill, the peripheral roadway system following the Embarcadero, Bay and North Point should be completed via the Ramps and the Parkway. This would take the traffic to and from Van Ness Avenue which is a main artery.
- "5. Emphasis and priority should be directed to improve the public transportation within the City of San Francisco. Poor public transportation is one of the main frustrations for residents living and working in the City. The fact that it is faster to commute to suburban areas, outside the City, than it is to points inside San Francisco, leads many to move out of the city.

"6. De-emphasize rapid transportation with suburbs. No more rapid transit should be planned between San Francisco and the suburbs: rapid transit does not solve traffic problems. It moves more working people out of the city thus creating more traffic which in turn saturates freeways, bridges, subways, etc. This is the path followed by New York City and other eastern cities now besieged by all kinds of problems because their working middle class has moved out and has been replaced by a large welfare population. Construction of rapid transit to serve the suburbs disrupts the city's social and economic life with the only result of reducing the commuting time for suburbanites."

Mr. Morzenti added to the above by noting that he had voted against BART, and that he has waited for 12 years to see recognition and concrete action on the issues to be dealt with concerning the automobile. He suggested that everyone be reasonable in trying to resolve such issues.

Norman Rolff, 1188 Green Street, wished to add to a point made by Jack Murphy concerning the 100 automobile-related deaths in San Francisco last year. He said that 80 of these deaths involved pedestrians, and that the other 20 involved those who died in the automobile. Mr. Rolff stated that the California Motor Vehicle code says that vehicles must give way to pedestrians, but that the attitude of public officials in this city is just the opposite. Therefore, such an attitude is illegal, if nothing else. Mr. Rolff then wished to point to the success of the Lindenwold line, a new transit service operated by the Delaware River Port Authority. Along with improved transit service, Mr. Rolff stated, the major objective of the Improvement Plan for Transportation should be a decrease in automobile capacity on San Francisco streets.

Arthur Moore, 734 Bush Street, suggested that the Commission give strong consideration to a light railway system to implement many of the mass transit proposals contained in the Plan. He stated that subway systems are prohibitive in cost, and as well, people riding such systems find the environment to be something less than enjoyable.

Commissioner Rueda noted that he had met with the Planning Committee of the Mission Coalition Organization, which, at the time he met with them, expressed their courteous disposition towards the genuine consideration given to them by the Department of City Planning staff. Mr. Jacobs responded, stating that the staff will continue to meet with MCO people to go over their recommendations in some detail. He added that the Improvement Plan for Transportation may offer more major streets than the MCO might like, but he stated that these streets are selected in the interest of protecting residential areas, a goal common to the MCO. Mr. Jacobs then proceeded to summarize many of the points made at this evening's hearing, and stated that the staff truly appreciates the opportunity to gauge the nature and content of these comments. He wished to emphasize that the staff could not get into some of the details mentioned at tonight's hearing, for the staff simply does not possess the required expertise, or in some cases the required amount of staff time to contend with such details.

Commissioner Fleishhacker wished to thank all of those who had attended this evening's hearing. He also suggested that as a matter of course for future hearings, that community groups and individuals try not to "fight" the City Planning Commission. Mr. Fleishhacker noted that the Planning Commission makes a sincere effort to receive comments and to give considerate deliberation and thought to the comments made by the general public. He said that such a process might be less complicated and less time consuming in the absence of negative remarks and the "fighting spirit" which often accompany questions of substance.

Hearing no further comments, the meeting was adjourned at 10:20 P.M.

Respectfully submitted,

R. Bruce Anderson
Acting Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held November 18, 1971.

The City Planning Commission met pursuant to notice on Thursday, November 18, 1971, at 1:00 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; and R. Bruce Anderson, Acting Secretary.

Donald Canter represented the San Francisco Examiner, and Ralph Craib represented the San Francisco Chronicle.

1:00 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties scheduled for consideration during the Zoning Hearing on December 2, 1971.

2:30 P.M. - 100 Larkin Street

APPROVAL OF MINUTES

Minutes of the meeting of October 7, 1971, were approved by the Commission as submitted. The vote of 5 - 0.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, noted that several important meeting dates are coming up for members of the Commission. He mentioned that the Plan Implementation Committee meeting will be on Wednesday afternoon, November 24; that the next public hearing on the proposed Improvement Plan for Transportation is to be held Wednesday evening, December 1; and that a presentation of the background study on transportation problems and issues in the Haight-Ashbury will be made on Thursday afternoon, December 9.

The Director then noted that he and the staff will present the Urban Design slide show to the San Francisco Real Estate Board on Tuesday evening, November 23. He also mentioned that he and the staff this past weekend has presented the slide show at the annual conference of the California Council of Landscape Architects.

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R71.51 - Acquisition of property for San Francisco Port Commission, Blocks 4379 and 4380, at Indiana and Marin Streets.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), informed members of the Commission that the City wishes to purchase two blocks of vacant land north of Islais Creek Channel, Blocks 4379 and 4380, bounded by Indiana and Marin, Tennessee and Tulare Streets, for use by the San Francisco Port Commission in conjunction with the maintenance and storage of barges for the Islais Creek LASH (lighter aboard ship) facility. The property is zoned M-2 and is now owned by the Western Pacific Railroad Company.

Mr. Steele then stated that this proposal is similar to one proposed for China Basin. The South Bayshore Plan shows the property to be used for industrial purposes. Before the LASH terminal is developed, Mr. Steele explained, the property most probably will be leased out for industrial uses. He added that because of certain time constraints urgent action on this matter deemed necessary. Mr. Steele then recommended that the Director of Planning be authorized to report that City Acquisition for the San Francisco Port Commission of Blocks 4379 and 4380, bounded by Indiana, Marin, Tennessee and Tulare Streets, is in conformity with the Master Plan.

Commissioner Porter moved, and Commissioner Fleishhacker seconded the motion, to approve the staff recommendation that this matter be found in conformity with the Master Plan.

Commissioner Fleishhacker, before voting, wished to know why this matter had come before the Commission. Mr. Jacobs responded that the purchase, sale or lease of public property must be found in conformity or nonconformity with the Master Plan as required by the City Charter.

Commissioner Ritchie added that he is glad to see that the Port Commission is getting these properties, based on his knowledge of the history of uses thereon.

The Commission voted 7 - 0 to accept the staff recommendation.

President Newman then announced that the meeting would be adjourned temporarily until 3:00 p.m., Room 282, City Hall, at which time the next calendar item would be heard.

3:00 P.M. - Room 282, City Hall

Discretionary Review of alternate plans filed under Building Application No. 398946 for an apartment building at 1150 Lombard Street, between Hyde and Larkin Streets.

President Newman called the meeting to order and proceeded to read aloud the calendar item for discussion by the Commission. He then asked Mr. Jacobs to proceed with this item.

Mr. Jacobs stated that it was his understanding that the applicant wished to make a statement requesting postponement of this hearing.

1. The first of these is the fact that the majority of the population of the United States is of European descent.

2. The second is the fact that the majority of the population of the United States is of European descent.

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10. The tenth is the fact that the majority of the population of the United States is of European descent.

11. The eleventh is the fact that the majority of the population of the United States is of European descent.

J. Ronald Pengilly, an attorney for the subject applicant, informed the Commission that they had received the staff report late yesterday afternoon. He then said that the applicant and his agents need time for review of the staff report, and further, that this postponement is requested on the basis that the applicant is a significant party to this case. President Newman asked Mr. Pengilly for his opinion as to the earliest possible date which he felt the applicant could be prepared to discuss this matter. Mr. Pengilly replied that they would need until December 2 at least.

President Newman then stated that he wished to read a letter he received recently concerning the subject application. It read:

"Dear Mr. Newman:

"I understand that revised plans in connection with the above application have been filed with the Planning Commission and that a meeting of the staff and architects is scheduled for November 15.

"Under these circumstances we believe that the Commission will be able to review those plans on November 18, 1971.

"We have not been advised of any objections to having the Commission review the plans on that date, and accordingly would appreciate your scheduling the matter for November 18, 1971.

Very truly yours,

Marvin D. Morgenstein"

Mr. Newman then said that staff of the Department had worked over the weekend to prepare an analysis and staff report for today's meeting. Therefore, the request for postponement comes as quite a surprise, and serves to work an undoing of the hearing arrangement agreed to for today.

Commissioner Ritchie stated that in seeing the present plans, that he is looking at an awfully high tower. In line with this observation, he wondered about the chances of the applicant meeting with the staff. Mr. Pengilly responded that they certainly would work with the staff and the community.

Commissioner Mellon asked Mr. Pengilly to repeat what he had earlier said as to when the applicant or his agent had received the staff report. Mr. Pengilly responded that he had received the report yesterday afternoon.

Commissioner Fleishhacker asked if one would not have made the assumption that the staff could not get its report out much before the hearing, based if nothing else on the letter of November 12, as read earlier by President Newman. Mr. Pengilly responded that the assumption as to the amount of time before the hearing

for release of the staff report is one thing, and that the nature of the report per se is another. Commissioner Fleishhacker then stated that as he understands it, the reason for the request for continuance is that there has not been enough time for review of the staff report. Therefore, he wondered how much time would be needed for adequate review. Mr. Pengilly responded that something in the order of three weeks. In this light, Mr. Fleishhacker then asked why the person who wrote the letter referred to earlier by President Newman would possibly have asked for the hearing to be on November 18, less than one week after the request was made in writing. Mr. Pengilly responded that such reasoning is based on certain assumptions.

President Newman also wished to note for the record that Mr. Pengilly had written a letter to Mr. Jacobs dated November 8, requesting that the hearing be held on November 18. Mr. Newman stated that the Commission and staff obviously have met with this request.

Commissioner Rueda asked Mr. Pengilly if he thought that the applicant could come up with workable plans in time for the Planning Commission meeting of December 9. Mr. Pengilly responded affirmatively.

Commissioner Ritchie asked Mr. Pengilly if he and his group were ready to be flexible in order to come up with such workable plans. Mr. Pengilly responded that this has been their objective from the beginning, namely, to arrive at a package satisfactory to everyone.

President Newman asked Mr. Jacobs if he wished to make a statement at this point. Mr. Jacobs responded that he would observe that the hearing date, and therefore the shortage of time, was at the applicant's choosing. He noted that agents for the applicant requested that today's hearing be held today by letters of November 8 and November 12, 1971. Also, Mr. Pengilly had asked Mr. Passmore for this date, rather than that of December 9. The City Planning Commission went out of its way to schedule the hearing at the earliest possible date, only nine days following receipt of the present plans by the staff. The staff has had to put aside other work to prepare their materials for this review. Analysis was given to the applicant as early as possible, and many of the points of the staff analysis were discussed with the architects, with Mr. Pengilly and with Mr. Freund. Mr. Jacobs went on to say that the basic staff position on development of the site has been known since July, under the design terms described informally to the applicant on October 6 and sent to the architects on October 7 and to the developer on October 8.

Mr. Jacobs stated that he could not recommend for postponement unless the purpose is to revise plans to meet recommendations of the staff. He reiterated that the staff always is happy to work with any architect and/or developer so as to enhance San Francisco. On the other hand, and in this case in particular, the Commission and community must know that since the last hearing cooperation among the parties involved has not been forthcoming. Mr. Jacobs noted that December 9 is a difficult time for rehearing of the matter, given the projected calendar for that day, and that December 2 is next to impossible as that is a Zoning Hearing of the Commission.

Mr. Pengilly then stated that he wanted the Commission to bear in mind that the petition to rezone part of Russian Hill was granted a continuance by the Commission, and that today's applicant simply is asking for an extension of the same courtesy.

Commissioner Porter felt that it was unfortunate that the staff analysis which was tantamount to a staff recommendation, was released ahead of time. She then addressed Mr. Pengilly, stating that she could see little or no value in granting a continuance unless he was truly interested in modifying the applicant's plans. Mr. Pengilly stated that they are not trying to play games; or for that matter, to waste anyone's time. In accordance with Commission custom, Mr. Pengilly once again asked for continuance of this matter, stating that the applicant has spent too much time and money to be denied this courtesy.

President Newman asked Mr. Pengilly if they had met the staff's design terms of reference for this site. Mr. Pengilly responded that the applicant's plans do not so conform, if Mr. Newman has certain things in mind.

At this point in the proceedings, Commissioner Rueda moved for continuance of this matter until the second Thursday in January, stating that the matter is too important to be rushed. Commissioner Ritchie seconded the motion. Commissioner Mellon respectfully requested the chair to call for the question.

Commissioner Fleishhacker requested that Mr. Weinberg be given an opportunity to speak, but that such opportunity be restricted to remarks related to the issue of the hearing date.

Matthew B. Weinberg, an attorney, told the Commission that this is the seventh time that this matter has been heard, and that each time a continuance has been asked for by the developer. He inquired as to why these hearings should be held for a couple of attorneys to make requests for continuance. Furthermore, he stated that the key issue is whether or not a continuance will do any good. The record to date indicates that each time the developers were asked to discuss with staff and the community changes to the plans that only lip service resulted. Members of the community, as everyone knows, were frustrated in trying to get a look at the present plans at a presentation on November 9. Also, the developers have had design terms of reference since August. Mr. Weinberg then stated that Mr. Pengilly has always said that the developers would be happy to work with the staff and the community, but that in addition, of course, economic conditions must be met, et cetera, et cetera. He stated that Mr. Pengilly will not admit to either a single tower or to a development which meets characteristics of R-4 zoning.

President Newman said that perhaps there are others who wish to speak on the matter of continuance.

Commissioner Fleishhacker asked Mr. Pengilly if he was prepared to say anything else at this point. Mr. Pengilly responded that he had nothing more to say, except that they will continue to work with the community and staff. He then stated that the situation generally makes him feel as if the case has been prejudged.

It is a well-known fact that the American Medical Association has been a leading force in the development of the medical profession in this country. It has been the champion of the interests of the medical profession, and has been successful in many of its efforts. It has been the champion of the interests of the medical profession, and has been successful in many of its efforts.

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THE JOURNAL OF THE AMERICAN MEDICAL ASSOCIATION
PUBLISHED WEEKLY
CHICAGO, ILL., MAY 1, 1919
Vol. 27, No. 19

The American Medical Association has been a leading force in the development of the medical profession in this country. It has been the champion of the interests of the medical profession, and has been successful in many of its efforts. It has been the champion of the interests of the medical profession, and has been successful in many of its efforts.

November 18, 1971

Commissioner Fleishhacker addressed Mr. Pengilly, saying that Mr. Pengilly has not said that the developers will, for that matter has not said that the developers will not make an attempt to meet certain terms of reference. Mr. Pengilly stated that they will make every effort.

Commissioner Ritchie inquired as to the procedure for hearing the case next time. Mr. Jacobs responded that it will be heard on the same basis as it would have been heard today. Commissioner Ritchie then asked if there would be a single tower or not, when plans are to be presented at the next hearing. Mr. Pengilly stated that he did not have an answer to this question.

President Newman stated that he objected very much to the tactics of an eleventh hour delay, and further, that he resented Mr. Pengilly calling the case prejudged. Mr. Newman then stated that the staff and the Commission have made every effort and have gone out of their way to be ready for this hearing, only to discover that Mr. Pengilly has chosen to show up at this hearing without the architects, and to request a continuance.

The Commission then voted 6 - 1 to postpone discretionary review of alternate plans filed under Building Application No. 398946 until the meeting of January 13, 1972. President Newman cast the dissenting vote.

There being no further business, the meeting was adjourned by President Newman at 3:30 P.M.

Respectfully submitted,

R. Bruce Anderson
Acting Secretary

$$E_{\text{eff}} = \frac{\sum_{j=1}^n E_j}{n}$$

DIRECTOR'S COPY

SAN FRANCISCO
CITY PLANNING COMMISSION
NOTICE OF CANCELLATION
OF REGULAR MEETING
THURSDAY
NOVEMBER 25, 1971
100 LARKIN STREET

This is to advise that the City Planning Commission will not hold its regular meeting on Thursday, November 25, 1971, in observance of the Thanksgiving holiday.

R. Bruce Anderson
Acting Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Wednesday, December 1, 1971.

The City Planning Commission met pursuant to notice on Wednesday, December 1, 1971, at 7:30 p.m. in Room 282, City Hall.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas G. Miller, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mrs. Charles B. Porter and John Ritchie, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; James White, Planner III - Transportation; John Phair, Planner II; Charna Staten, Planner II; and Lynn E. Pio, Secretary.

Kevin Leary represented the San Francisco Chronicle.

President Newman welcomed the audience to this third public hearing on the Improvement Plan for Transportation, noting that only the materials contained on pages 11 - 36 of the report were proposed for adoption by the City Planning Commission.

Allan B. Jacobs, Director of Planning, reported that the staff of the Department of City Planning had already met with various community groups to discuss the Improvement Plan for Transportation; and he indicated that the staff would continue to be available on invitation to attend community meetings to discuss the plan. He requested that the following summary of letters received to date be included in the official minutes of the meeting:

"1. Thomas C. Dicker, 74 Villa Terrace, San Francisco

Supports the Plan. Recommends that Twin Peaks Boulevard be designated for recreational use; should be narrowed and made more attractive for pedestrians and bicyclists.

"2. H. L. Rettler, 339 Lombard Street, San Francisco 94133

Supports the Plan. Comments:

- No treatment details on Polk Street.
- Suggests 5¢ fare for 39-Coit bus.
- Suggests expansion of elevated pedestrian system, specifically from Golden Gateway through Transamerica Building to Chinese Cultural Center.

- Create plaza in front of City Hall between Grove and McAllister if Van Ness is undergrounded.
- Extension of California Street cable car line to Embarcadero Plaza.

- "3. Haight-Ashbury Merchants and Improvements Association, 1556 Haight Street, San Francisco 94117

Concurs in recommendation that there be restoration of two-way Muni Railway traffic to Haight Street; asks for support to return two-way vehicular operation to Haight Street and Waller Street between Stanyan and Shrader Streets.

- "4. Edgar S. Bissinger, Pacific Heights Neighborhood Council, 2199 Jackson Street, San Francisco 94115

Opposes rerouting of #80 Leavenworth bus line.

- "5. Keith P. Calden, Chief of San Francisco Fire Department, 260 Golden Gate Avenue, San Francisco, 94102

Concerned with maintaining access for fire-fighting operations at a level no less than those currently existing--opposes any proposals to create center islands across intersections, particularly on Taraval and Judah Streets, notes that creation of malls in previously open streets is a major problem; discourages creation of additional cul-de-sacs.

- "6. Larry Jacobson, School Facility Analyst, San Francisco Unified School District, 135 Van Ness Avenue, San Francisco 94102

Suggests that Eighteenth Street between Church and Dolores be undergrounded, and that Bay Street be undergrounded between Polk Street and Van Ness Avenue so that schools at these locations can have better access to play areas.

- "7. San Francisco Planning & Urban Renewal Association (SPUR), Stanley H. Sinton, Jr., President
126 Post Street, San Francisco 94108

Supports many of the individual proposals of the Plan, questions others provided with little explanation or justifying information, and opposes the Maritime Parkway and the proposed rail rapid transit extension to Marin. Also makes a number of suggestions for improvement of the Plan.

December 1, 1971

- "8. John W. Lundin, Office of Urban Systems, Office of Assistant Secretary for Environment and Urban Systems, Office of Secretary of Transportation, Washington, D. C. 20590

Comments at length about the Plan, feels it is very well done and can be a valuable guide to decision-making in the San Francisco area for the future. Asks for more discussion about (1) relation of goals and objectives to those established in other elements of the Master Plan, (2) citizen involvement, and (3) economic measures to discourage commuting by car.

- "9. San Francisco Bicycle Coalition, Jack Murphy, Coordinator, 1405 Seventh Avenue, San Francisco 94122

Encloses information on proposals for bicycle lanes on upper Market Street."

N. Arden Danekas, 131 - 14th Avenue, submitted and read the following prepared statement:

"If BART goes to Marin, my house will fall down. That is not my idea of an improvement. So I am opposed to BART for that reason and others. Some others are that now in the morning I walk two blocks to the bus, ride it downtown, and then walk another two blocks to the office. From breakfast table to office desk it takes an average of 30 minutes and quite often less. BART could never beat that. According to the maps supplied in the Improvement Plan for Transportation, one may have to walk as far as ten blocks to get to a station, plus descending into a hole in the ground, as opposed to walking a maximum of three blocks now. Upon arrival downtown it will add an additional two blocks of walking plus climbing out of that hole again. My purpose here is not to cry about walking, but to show that speed from the Richmond District is not one thing that BART will add to travel times. In fact, quite the contrary. If one decides to or is forced to ride feeder buses to BART Stations, how long will that take, how often will they run, how close will they be to every residence in the Richmond. For my thirty cents now, I get a quick ride and a short walk; under BART what would be the time and the fare? These factors will affect me personally.

"Now how will the Richmond District be affected? A whole bunch of houses will have to be torn down for cut and cover construction -- my estimate is around 100 homes. Just what would be replaced in those vacant slots after the cut and cover operation. Your guess is as good as mine, but you can bet on several things, and that is none of the replacements will match what was there before and that each one will be re-built to the maximum density allowed.

December 1, 1971

"If we in the Richmond District have day time parking problems created by guests from outside our areas now, what would we have with a tunnel running under our streets? What an attraction that will be for commuters to drive to BART Stations and park all day long. I cannot imagine how much of an attraction, but one thing that is clear will be the need for more parking spaces -- probably in lots derived from razed homes. And to accommodate whom? Not the Richmond District public.

"By using the experience of rapidly rising property values in the East Bay around BART Stations, we can figure the same kind of pressure on property values of those owners unfortunate enough to own property around stations. This unleashes a whole trunkfull of problems for owners. Our kindly tax assessor would raise assessments according to higher use; hence, higher taxes, re-zoning pressures would be enormous, a bigger need for services would result, and all that entails. In fact, where does it stop? Who wants to live near areas where these pressures are abundant? Why put more pressure on growth when many believe that the area is already home to enough people?

"An obvious problem to bring up is the digging in the streets. It is apparent that we must assume cut and cover here as against tunneling, because of high costs to tunnel. How long, how far, how to control, who to supervise, who to judge what is to be disturbed? What restrictions are to be placed on blocking streets, etc., etc., etc. Also, where are all the cars going to go that are now using the streets that would be dug up? Are they to go down Lake, Balboa, Cabrillo, Anza, Clement, California? Where else? These streets already have too much traffic.

"How many businesses would be sacrificed? Who can estimate that. How many would go broke, how many would just up and disappear? Who knows.

"Now how are we going to justify this \$260,000,000 estimated cost to the 75,000 residents of one area of the City, and can we justify this enormous cost to the rest of the City. When taking BART's past record of estimating costs, it is possible to see that this cost might be on the low side -- say by 50% or 100% margin. There are no yardsticks to measure this kind of thing -- no experience, no guide books, no history, no sure fire methods at all of estimating costs.

"When all this money is being spent, why don't we consider the whole City's transportation needs and try to do something for more people with all this money. Needed is more cross town service, more frequent service, more bus lanes, etc. One of the presentations being given to you in writing tonight will be the plan PAR has prepared. It has many suggestions for buses, routes and services. We request you to consider this document.

"If BART goes in, what would happen to all the bus service now available in the Richmond? There are now 15 bus lines that go thru this area and a lot of them go downtown. They go thru different areas that will be missed by BART. This is an area that needs to be explored.

"One must speculate that the real reason for BART in the Richmond is to justify a line for Marin County. Instead of going thru the Richmond, I would recommend a line from some point in Marin to the Financial District via tunnel when and if the need is ever proved for any line to Marvelous Marin.

"Recently, Marin has shown its disdain for growth by refusing to endorse a water line expansion which could have served double the population by rejecting the issue 10 against for each one in favor. An incredible vote by any standards. This seems to be proof that Marin residents do not want to increase their population. What does this portend for service in the future? It would seem that it would be possible to expand the measures being undertaken now, bus lanes, better bus service, ferries, etc. for the present Marin population to be served adequately and no need of BART.

"If a Marin line were to be installed thru the Richmond, how would the line be physically accommodated? It could be accommodated by using the Richmond Line and thereby forcing the Marin commuters to make all the local stops. It does not stretch the imagination much to say that method would be unacceptable to Marin commuters. So a third tube would have to be installed. This means tearing up everything again or putting in the third tube at the beginning of construction of the Richmond Line. Who would have to pay for that? How would a third tube fit in the street space down Geary or Pine or Bush where the street narrows? The answer is it would not, and a row of buildings all the way down those narrow streets would have to be torn down. What a mess! Or at best another street would have to be used. That's a distant best however.

"How about costs now. For arguments sake, let us take the estimate of \$260,000,000 for the Richmond Line alone and see how much the cost will be in the long run. Also, for arguments sake, let's forget all the costs that will go into getting such a project off the ground. Also, for arguments sake, let me use the last State of California Water Resources Bond offering as an example of interest cost. This was just a short time ago on November 9, 1971. The net interest cost to the State was 5.1223% and the bonds were rated double A, same as BART Bonds. Also, the first repayment of principal is not due for ten years, then the principal is to be paid back over the next forty years. In other words, they were serial bonds due 1981 - 2021. All in all, fifty year bonds. This issue is not too much different than a BART Bond issue would be.

"The net interest cost of 5.1223% on \$260,000,000 for ten years amounts to \$133,179,800. The next forty years roughly figured would cost \$532,719,200 ($\$260,000,000 \times 5.1223\% \times 50$ years less the ten year period of \$133,179,800). The total amount paid back including principal and interest would be \$925,899,000. That amounts to \$18,517,980 on the average each and every year over the next fifty years. We must subtract the revenues of the Muni from this. So taking the total income for the 12 month period of 7/1/69 to 6/30/70 for the 1, 2, 2X, 38, 38X, 21, 55, 31, 5 lines of \$5,613,000 x fifty years equals \$280,650,000. This is an extreme number of lines so that any lines not discontinued would have to have the revenue subtracted. A more realistic figure would be to use the 2 and 38 lines only and project their income over the next 50 years. That would be \$117,900,000 or saying another way BART would cost in excess of \$16,159,980 each and every year. This is roughly comparable to the entire Muni deficit. How about that! These figures are of course rough, but not nearly so rough as BART's.

"The present Muni deficit of \$18,000,000 per year looks cheap. Let's go on financing this cost. Remember that deficit is for the whole City and not just the Richmond District's 75,000 residents. In other words, let's take in the whole City and serve everyone by these savings rather than just serve Richmond District residents only, and quit trying an end around run to Marin County.

"It is easy to extend these figures and ideas and see that the Muni could make periodic purchases of equipment for the entire system by applying the funds that would have to be repaid just for the Richmond Line -- and there would be a bonus to boot. NO INTEREST. Let's forget BART."

Commissioner Fleishhacker, noting that Mr. Danekas had apparently assumed that any rapid transit line which might be constructed through the Richmond District to Marin County would be built by BART, pointed out that the Improvement Plan for Transportation had made no recommendation regarding responsibility for construction of the line. Mr. Danekas replied that BART had expressed interest in construction of the line; and he felt that BART would be the logical agency for carrying out the project if it were to be approved.

Martin MacIntyre, Vice-President of the Planning Association for the Richmond, submitted copies of a brochure which summarized presentations which had been made during a transportation committee meeting on November 15, 1971. He stated that his association was anxious to take steps to control traffic on residential streets in their neighborhood by means similar to those employed to reduce the flow of traffic on Lake Street. A traffic study had been undertaken by his organization; and, after reviewing the plan which had been prepared by the staff of the Department of City Planning, it was found that the two plans were, to a large extent, in agreement. He stated that the members of his organization were particularly sympathetic to the objectives and policies proposed by the staff of

the Department of City Planning which called for protection of residential neighborhoods from excessive automobile traffic. He referred to maps which were posted on the wall of the meeting room which had been prepared by the transportation committee of his organization and described their proposals for the Richmond District which called for creating deadend streets at certain locations, creation of bicycle lanes, designation of Geary Boulevard and Fulton Street for through automobile traffic and designation of Balboa Avenue and California Street as bus preferential. He believed that implementation of that plan would insulate residential neighborhoods in the Richmond District from through traffic and give them a more suburban character. In conclusion, he commented on the issue of parking, noting that one of the Richmond District's greatest problems arises from the fact that many people from other areas drive to the Richmond District, park their automobiles, and then take public transportation to their downtown destinations. While he was not prepared to recommend a specific solution to that problem, he suggested that one alternative might be to paint the curbs between driveways red so that no one else except local residents, who could park in front of their own driveways, would be allowed to park in the neighborhood legally.

Jeanne Koelling, 414 Clement Street, explained the Planning Association for the Richmond's traffic plan for Golden Gate Park which was posted on the wall of the meeting room. She believed that the Plan conformed in principle to the plan which had been prepared by the staff of the Department of City Planning; however, the principal objective of the plan which had been prepared by her organization was to convert more of the park for bicycle and pedestrian use. The long range features of the plan called for closing most of the automobile entrances and exits to the park to prevent the park from being used by through traffic and construction of a large parking facility in the vicinity of Kezar Stadium from which shuttle service would be available to other areas of the park. An interim alternative to the long range plan would be to leave certain portions of the north and south drives open as one-way loops.

B. G. Bray, 56 Alma Street, represented the Housing Committee of the Haight-Ashbury Neighborhood Council. He stated that while his neighborhood is facing many problems at the present time, the impact of automobile traffic on the residential neighborhood is one of the area's most serious problems. Since no major traffic arteries are available to carry automobile traffic between the northern and southern section of San Francisco through the center of the City, much of that traffic tends to filter through the Haight-Ashbury Neighborhood; and, as a result, the neighborhood suffers from traffic and parking problems and from noise pollution. He stated that a traffic count had been made on Oak and Fell Streets in 1968 and had shown that each of those streets carries approximately 50,000 vehicles in a 24 hour period whereas only 20,000 people reside in the Haight-Ashbury Neighborhood; and he remarked that a report which had been issued in 1961 had stated that Oak and Fell Streets carry a higher hourly volume of traffic than any other streets in the entire United States. In addition to through traffic, approximately 23,000 automobiles are attracted to the neighborhood each day by institutions such as the University of California Medical Center, Saint Mary's Hospital, Harkness Hospital, and the University of San Francisco. In conclusion,

he stated that his committee supported in principle the recommendation of the staff of the Department of City Planning that safe, convenient, and inexpensive travel should be provided in San Francisco, and between the City and other parts of the Region, for all residents and visitors; however, he felt that special attention should be given to the environmental concerns of individuals who live within the city.

Joseph Balanesi, Jr., 2067 - 19th Avenue, felt that the staff's trafficways recommendations for the Parkside and Sunset Districts would fall short of meeting needs which would be generated in the near future. He anticipated that automobile traffic through and to San Francisco from San Mateo and Marin Counties will double in volume by 1990; and he believed that the only satisfactory means of preparing for that increase of traffic would be to construct a major traffic thoroughfare along the Great Highway which could in turn be linked to the Golden Gate Bridge. Instead of taking that approach, the plans which had been prepared by the staff of the Department of City Planning proposed that 19th Avenue should be rebuilt as a parkway. But it seemed to him that such an approach, in addition to requiring the removal of a great number of residential buildings, would fail to accommodate existing and anticipated volumes of traffic through the area. Because of the topography and sand at Ocean Beach, it would be possible to construct a sub-surface roadway in that area to accommodate traffic from San Mateo and Marin Counties; and he believed that Federal funds would be available for such a project as well as for improvements to Ocean Beach could be carried out simultaneously. Furthermore, it might be feasible to coordinate such a project with construction of a new trolley car line which would link the Taraval and Judah lines, thus eliminating the need for a new trolley line on Sunset Boulevard. He urged the Commission and staff to give consideration to his proposals.

Norman Rolfe, representing San Francisco Tomorrow, submitted and read an 8-page statement which he had prepared. His opening comments reflected on the fact that the staff of the Department of City Planning, in its preface to the Improvement Plan for Transportation, had stated that ".....automobile traffic is unlikely to be reduced from its present levels....."; and he felt that it should be obvious that traffic will not be reduced if those who are responsible for planning assume that it will not be reduced. He indicated that a survey had recently been made by San Francisco Tomorrow which had indicated that a high percentage of San Franciscans really do favor transit over the private automobile; and they also favor strong measures to discourage automobile usage. He felt that any plan which failed to recognize such overwhelmingly expressed preference by residents of San Francisco would be of doubtful merit. His critique of the plan continued as follows:

"Fundamental Assumptions

"1. It is suggested (pg. 11) that '...a desirable living environment and a prosperous business environment cannot be maintained if traffic levels continue to increase without limits.' This implies that some growth is tolerable, but within certain undefined 'limits'. The fact is the level of traffic is already intolerable. 50,000 people have

left the city in the past ten years, in part because of traffic levels and environmental deterioration. More are leaving every day. At the same time, the inexorable rot which has destroyed automobile-oriented downtowns all over America is slowly eating away at San Francisco's downtown (how many stores have closed in the last ten years?), and also at its beleaguered residential areas. The thrust of a worthwhile transportation plan should thus be toward offering a strategy for reducing automobile usage drastically, not just for holding the line in some vague and imprecise manner.

"2. The growth rate projections are questionable. The projection of 7.5 million people in 1990 is based on figures showing 4.4 million by 1965. In fact Bay Area population reached 4.6 million only in 1970. And all indications are population growth will slow even further.

"3. It is very weakly hinted on pg. 14 that perhaps a little streamlining of transportation decision making through the creation of a Department of Transportation might be desirable. This is a good idea if it is so set up to prevent domination by the auto-oriented, if transit is given priority, if the department is given a specific mission to reduce automobile traffic, and the legislation is written so as to guarantee that the department will aggressively pursue this mission.

"General Objectives and Policies

"1. As indicated earlier, we fundamentally disagree with any set of objectives which does not clearly state that reduction in automobile usage is one of the objectives. Here, however, we are presented with what appears to be the traditional genuflection in favor of 'balanced' transportation, but which is in fact a set of criteria scaled heavily in favor of the automobile. For example, it is suggested that automobiles should have priority for recreational trips. However, one person's 'recreational driving' in a crowded city is everyone else's congestion, pollution and physical danger. Similarly, we feel the plan underrates the potential contribution of bicycles to reducing some of the traffic problems of San Francisco by implying they have no utility beyond quarter mile trips. We also question the suggestions that bicycle routes have no place on major thoroughfares, since such routes are often the most direct, a fact recently recognized by the legislature in providing for bicycle paths on freeways. Lastly, criterion #4 for automobile priority conflicts with the highly desirable goal of encouraging off-peak transit usage.

"2. We question Objective 2, Policy 2 (encourage city centered region via development of rapid transit) unless it is made clear that radical improvement of intra-city transportation has a higher priority.

"3. With regard to Objective 2, Policy 3, the suggestion that 'regular, timed signalization' be used to 'reduce pollution and noise' is fatuous. Synchronized signalization is a device to increase the capacity of streets and any 'reduction in pollution and noise' from individual vehicles which results from 'smoother' traffic flow is more than offset by the added pollution and noise from the additional vehicles brought to the street as a result of its increased capacity.

"Thoroughfares Plan

"1. This section most clearly demonstrates the inadequacy of the plan. Since the Plan has already conceded that traffic cannot be reduced below the present levels, the only thing to do is to redistribute it from 'residential streets' to 'major and secondary' thoroughfares. Unfortunately, most of these 'thoroughfares' are also residential streets, as the Planning Department is well aware. Any plan for thoroughfares which does not deal forthrightly with the problem of reducing automobile traffic is unacceptable.

"2. Objective 1, Policy 3 should be to reduce the automobile capacity of the 'gateways' by providing exclusive bus lanes on freeways and bridges.

"3. We find Objective 3 and its accompanying policies highly laudible. However, the criteria for selecting the streets to be closed or used for open space, or the sidewalks to be widened should be made much more specific. Moreover, these criteria must be prepared by the Planning Department, working very closely with neighborhood and other citizens' groups, and not by Public Works, which long ago lost its objectivity and credibility in this area.

"4. The Thoroughfares Plan on page 25 causes us concern on a number of points. We do not believe O'Shaughnessy Boulevard should provide for crosstown movements. Furthermore, we think it is impossible for it to do that and also remain a recreational street.

"As noted previously, the whole idea of 'recreational streets' is highly dubious, particularly when such streets intrude upon Golden Gate Park, John McLaren Park, and the area around El Camino del Mar, which at present is not a through street for cars.

"We also suggest that this plan be coordinated with page 125 of the Urban Design Plan. In particular, Guerrero Street must become a local street. This plan not only suggests that it remain a major thoroughfare, but its proximity to Valencia Street, another major thoroughfare, suggests further that a one-way couplet is in the back of somebody's mind. In a corridor shortly to be served by BART, this kind of capacity on local streets is completely unnecessary. Much of the pressure on

these streets could be reduced by reducing the capacity of San Jose Avenue, the width of which was determined largely by old railroad rights-of-way, and which now has the undesirable function of a spillway when 280 is flooded during the rush hour. The Mission deserves better treatment.

"Mass Transit Plan

"1. Generally we agree with the Objectives and Policies on Mass Transit. However, we note that in several cases (Geary, California, Columbus, Ocean, Third) streets are designated as both transit preferential streets and thoroughfares. We would like it made clear that when there is a conflict on such streets, transit needs must prevail.

"2. With regard to Objective 2, we suggest the recommendations listed on page 52 be elevated to the status of policies.

"Downtown Transportation Plan

"1. Perhaps nowhere else is the weakness of the Plan, and perhaps the whole planning process, more graphically demonstrated than with regard to the Downtown Transportation Plan. It is here that the concepts seem to be the most far-reaching, but the recommendations so banal. It is suggested that there will be an 'automobile control area' with primary vehicular streets, transit arterial streets and pedestrian/transit/service streets. Not bad, but then it becomes clear that there is no mention of how any of this is to be accomplished. And then it is suggested that a whole new belt of peripheral parking be created, although lack of parking is perhaps the greatest deterrent to automobile usage downtown. We think it is time for the Planning Department to face the fact that downtown businessmen do not have the remotest idea of what makes a healthy and diversified downtown core. They will blithely make the same mistakes that have been made in every other city until they run downtown San Francisco into the ground just like downtowns everywhere else. It is up to the City Planning Department to use its expertise to challenge these shibboleths and to demonstrate that it is time for new policies.

"Citywide Parking Plan

"1. We disagree with Objective 2. We recognize that some shopping areas, recreation and institutional facilities are dependent on automobiles. However, this Objective implies that parking facilities should be increased. This is unacceptable because it will increase automobile traffic to and from these locations, instead of encouraging the development of new shopping areas and institutional facilities in the vicinity of rapid transit. The most grotesque example of this kind of parking policy is the relentless construction of additional parking by the U.C. Medical Center in what was once a pleasant residential area. Admittedly, U.C. is unfortunately beyond the control of City Planning, but no others should be encouraged."

The final pages of Mr. Rolfe's statement dealt with Implementation proposals which were not a part of the plan to be adopted and were not under consideration by the Commission. Commissioner Miller remarked that specific proposals such as those made by the Planning Association for the Richmond would be much more helpful to members of the Commission than the sweeping generalizations which were contained in Mr. Rolfe's statement.

President Newman remarked that he had received an analysis of the Improvement Plan for Transportation from the San Francisco Planning and Urban Renewal Association; and he indicated that the view of that organization was that emphasis had been placed throughout the plan on shifting from an automobile orientation to to a transit orientation.

Commissioner Finn felt that the suggestions which had been made by the staff of the Department of City Planning had emphasized the need for mass transit facilities; but he noted that it would be the Public Utilities Commission rather than the City Planning Commission which would bear responsibility for carrying out and implementing the suggestions. Under the circumstances, he felt that Mr. Rolfe's criticism of the staff of the Department of City Planning for making brave statements and not following through was not fair.

Mr. Rolfe remarked that many things which could have been done already had not been done regardless of which agency might be responsible. Commissioner Finn replied that lack of funds had necessarily prevented the Public Utilities Commission from proceeding with certain projects which they might have wished to undertake.

Edward Lovejoy, 2135 Sacramento Street, read and submitted the following prepared statement:

"I would like to take this opportunity to address you concerning the plan for the surface use of Market Street. According to the section on implementation at the back of the transportation booklet, it is planned to have all trolley coaches now running on Market diverted to Mission, and all motor coaches terminate their line when they reach Market, except, it was noted, during rush hour. With the opening of the Muni subway on Market then, all that would be left of public transportation on the surface of Market would be a number 8 Motor Coach and some kind of 'Elephant Train' as far west as Van Ness. A train, it was noted, that would move so slowly that it could be boarded while still in motion. Even though no mention was made of it, one must reason that the rest of the space on this planned multi-laned thoroughfares is to be reserved for the private automobile.

"At this point, I must say that I strongly support the general objective of the transportation plan and the objectives put forth on pages 32 to 35 for the downtown transportation plan. However, I feel that those programs slated for Market Street that are listed in the implementation section of the booklet are at odds with the transportation policies this board is considering for adoption.

"Rerouting and pruning transit lines off Market Will have the effect of clearing the street of obstacles to the motorist wishing to drive downtown! At the same time, realizing that most of the shopping and a large portion of downtown business is conducted on the north of Market, transit users will be greatly inconvenienced by having to make either an additional transfer or walk a substantial distance at the end of their bus ride to reach their destination. The question, as I see it, is who is to get priority on Market Street, the foremost gateway to downtown for a very substantial portion of the city. Following the guideline of the proposed transportation plan, it should not be the private automobile. The car should be routed away from the core of downtown, where it won't be able to park anyway, to those parking facilities provided for it at the perimeter of the downtown. Transit use should be encouraged by placing routes close to destinations and eliminating unnecessary transfers.

"Therefore, as I see it, to most effectively implement the transportation plan downtown, I would maintain all present bus lines on Market. Trolley wires should be suspended with modern attractive supports (and I might remark I feel inobtrusive trolley wires are much preferable to the blasting oppression of hoards of automobiles). I would reroute all coach lines now on Mission east of Van Ness to Market and finally, I would prohibit private cars on Market east of Van Ness, diverting all automobiles traffic to Mission Street which would be reserved for them. Motorists are quite used to avoiding Market Street already so such an arrangement could not be that great a hardship. Also this plan would allow bicycle lanes to be built on Market where none are now planned as well as making the street much safer for pedestrians.

"Such a scheme would greatly improve service for transit users, improve the environment downtown along Market Street, and also, I feel, improve travel for the motorist, diverting him away from pedestrians, buses and closer to parking garages.

"Other programs listed in the back of the booklet for the improvement of downtown transportation are very good in my estimation. However, I feel these programs do not go far enough to fully realize the objectives put forth in the transportation plan. I would support an even greater attempt to curtail the inroads of the automobile through the creation of new malls and the extension of existing ones to a much greater extent than that already proposed. I would support extending the Powell Street mall to California Street to provide for safer cable car operation as well as creation of malls on Grant from Market to Bush and on New Montgomery. In addition I would favor removing traffic from Geary Street, Market to Gough, and Sutter Street, Market to Van Ness. Post would be changed to eastbound for cars, Sutter would be reserved for transit vehicles only, and, after the Geary Subway is built, the Geary Street cable car, defunct since 1912 could be rebuilt from

Van Ness to Market, perhaps continuing down New Montgomery Street. Such service would be very popular, I feel, once the Yerba Buena Center is completed, connecting major hotels, theaters, and the downtown to this complex.

"To fully realize the possibilities inherent in the Improved Plan for Transportation, more stringent plans than those proposed in the implementation section of the booklet must be considered. The proposals I have mentioned are not particularly radical when compared to some. But as a concerned citizen, I feel that the downtown as well as the rest of the city can be made a much better place only by limiting the unrestricted use of the private car."

Gary D. Manthorne, 1512 Willard Street, represented the Edgewood Avenue Neighborhood Association. He stated that the members of his association were concerned about the parking situation at the University of California Medical Center, an institution which generates approximately 13,000 commuter trips daily, 5,000 of which are made in automobiles. Since the Medical Center provides parking for only 2,000 automobiles, the remaining automobiles tend to look for parking spaces in the adjacent residential neighborhood. He felt that additional mass transit service should be provided to the University of California Medical Center to replace the need for relying on private automobiles; however, in no case should the Edgewood Neighborhood be looked upon as a "parking opportunity" area as indicated in the Improvement Plan for Transportation.

The Director suggested that Mr. Manthorne may have confused the Improvement Plan for Transportation with a transportation report which had been prepared by the staff of the Department of City Planning for the Haight-Ashbury Neighborhood. He stated that the Haight-Ashbury Transportation Report would be presented to the City Planning Commission for discussion at its meeting next week.

At this point in the proceedings, Commissioner Rueda arrived in the meeting room and assumed his seat at the Commission table.

Agar Jaicks, 62 Woodland Avenue, confirmed that the neighborhood in the vicinity of Edgewood Avenue is being used as a parking lot for the University of California Medical Center. He also indicated that the residents of Woodland Avenue had not learned until that morning that the City Planning Commission would be holding a public hearing on the Improvement Plan for Transportation; yet, he had received the signatures of more than 100 residents of the area on a petition which expressed vigorous objection to any proposal to change parking regulations on Woodland Avenue or to permit perpendicular parking on that street. He submitted the petition for the Commission's files.

John Holt, Chairman of the Transportation Committee of the San Francisco Planning and Urban Renewal Association, noted that the president of his organization had previously mailed copies of SPUR's review of the proposed Improvement Plan for Transportation to the individual members of the Planning Commission. In

summarizing that document, he stated that while the introduction to the Improvement Plan for Transportation had suggested that a choice should be made with respect to the level of growth desired in commuting and the way in which increased travel should be provided for; yet, it appeared that the plan itself had failed to heed that warning. He stated that SPUR would support a Charter amendment to centralize transportation responsibilities in a single governmental agency; however, he felt that it would be a mistake to include the Port and the International Airport in that agency. He stated that SPUR had serious questions regarding some of the specific proposals contained in the Improvement Plan for Transportation, including the proposal for a Geary Street Subway; and it was apparent that additional details regarding that proposal would be needed before a definite opinion could be reached. SPUR also questioned the desirability of constructing a tunnel beneath Fort Mason for Route 480 since it was not clear that the traffic volume between the two bridges would justify the expense of such a tunnel. He stated that SPUR had flatly opposed the staff of the Department of City Planning's proposal for rail rapid transit to Marin County and for construction of the Maritime Parkway. In conclusion, he stated that the members of his organization felt that the staff of the Department of City Planning had prepared an excellent first draft of a transportation plan; however, they felt that many improvements should be made in the plan before it is adopted by the Commission.

Commissioner Fleishhacker questioned the source of the following statement which was contained in the SPUR analysis of the Improvement Plan for Transportation: "SPUR continues to oppose the Maritime Parkway because the primary function of this roadway is to artificially extend the life of technologically obsolescent shipping facilities in a manner which further separates San Francisco from the water's edge." Mr. Holt replied that the members of his organization believed strongly that construction of the Maritime Parkway would permit the present Embarcadero Roadway to serve as a service street for buildings presently existing on the waterfront. The parkway would drastically increase the isolation of the waterfront from the residents of San Francisco.

Commissioner Fleishhacker disagreed. He remarked that it is impossible for pedestrians to cross the Embarcadero at the present time or to obtain access to the water. Furthermore, he did not regard Pier 35 as being obsolete; and he noted that most of the piers north of the Ferry Building are still in use.

Mr. Holt stated that it was his understanding that the Port Commission had expressed a desire to phase out existing shipping operations in that area. Commissioner Fleishhacker stated that he had been advised that the Port Commission intends to spend a great deal of money improving their facilities in that area.

John Weiss, Chairman of the Transportation Committee of the Northern California Chapter of the American Institute of Architects, submitted and read the following summary of a report which his committee had prepared on the Improvement Plan for Transportation:

December 1, 1971

"We find the plan comprehensive and workmanlike. Many of the proposals are excellent and the plan provides a sound platform for testing, refining and implementing the various elements of the city transportation system, and the Planning Department is to be commended for its efforts.

"Following is a summary of the AIA review of the report. We offer these comments and suggestions for your consideration, hoping they might be of help in modifying and finalizing the plan, and we would welcome the opportunity to discuss them further with you.

"The following premises in the plan are major and fundamental, and we single them out for emphasis and add a premise of our own:

- "1. Endorsement of the ABAG Regional Plan for the Bay Area based on the city-centered concept of regional growth.
- "2. Downtown San Francisco is and will be the primary financial and administrative center for the region.

We know intuitively, however, that there must be a limit to growth in San Francisco; and limiting growth is implicit in the Improvement Plan for Residence, the Urban Design Plan and the Improvement Plan for Transportation. However, this limit has not yet been defined. The Transportation Plan will be an important tool in establishing growth policy, and shaping and controlling growth.

- "3. The Automobile is the primary source of the transportation problem and the continuing proliferation of its use on a freedom of choice basis must be curtailed and control of the automobile is contingent upon providing alternative transit modes.
- "4. The plan will be of little use without a collateral implementation plan and a viable mechanism for planning, operation, control and enforcement.

"The basic weaknesses of the report are:

- "1. It does not have a 'Master Plan' for transportation priorities where all four elements of the plan can be viewed together.
- "2. Where priorities are indicated, they sometimes conflict with one another.
- "3. Some major objective and policy statements are weakened by equivocation.

- "4. The parking element of the plan is not comprehensive, as admitted in the report, but should be, particularly the parking portions of the Downtown Transportation Plan.
- "5. The policy implementation section (pp. 37), while not under consideration at this time, is extremely weak and is practically useless as a decision making tool in its present form.

"I. STRENGTHEN, CLARIFY AND EMPHASIZE THE FOLLOWING:

- "1. Control of the automobile is the fundamental objective and it will be achieved by establishing physical, economic and statutory constraints on automobile use and by providing mass transit as an attractive alternative.
- "2. According to the report (p. 7) in 1965 39% of the jobs in San Francisco were held by commuters. Increases in commuter travel in the future could be caused by: (1) increased growth and more available jobs in the city, and (2) out-migration of city job holders to the suburbs with no significant increase in total jobs, or (3) a combination of both. Increases in the present level of commuter trips must be handled by public transit at the same time present commuter trips should be shifted to mass transit modes as they become available (i.e. expanded ferry service, Marin bus system).
- "3. Elevate transit priorities in relation to automobile priorities. The plan should discourage the use of automobiles at all hours, peak or non-peak, by the improvement of mass transit modal alternatives.
- "4. Make it clear that diversion of traffic from residential streets to proposed thoroughfares will increase traffic on thoroughfare streets (unless there is an overall reduction in traffic volumes). Thoroughfares will, in many cases, have to be widened or otherwise modified to accommodate the increased traffic making them incompatible with residential neighborhoods. In such cases, land uses should be changed to suit, the thoroughfare should be hidden from sight and hearing, or it should be located elsewhere.
- "5. Emphasized the dynamic character of the plan with assurance that after its adoption it can be amended to respond to public needs on a current basis.

- "6. Place greater emphasis on parking as a public responsibility. Expand the sections on parking in the downtown transportation element of the plan and present a more comprehensive plan for city-wide parking.
- "7. Place greater emphasis on restricting automobile traffic in the downtown core area in favor of pedestrian and mass transit modes.
- "8. Strengthen the policies on facilities for freight deliveries and business services by calling for consolidation of freight deliveries and a moratorium on any deliveries during peak transit hours. Establish a requirement for minimal off-street loading facilities for existing buildings presently without.

"II. OTHER COMMENTS, NEGATIVE AND POSITIVE:

"Transportation Technology

- "1. We agree that existing technology is not being properly used nor is there any sign of innovative thinking on the part of officials presently responsible for transportation planning and operations.

"Department of Transportation

- "2. We wholeheartedly support the concept of a Department of Transportation which has been recommended by the Citizens' Charter Revision Committee, by Supervisor Mendelsohn, and also by Mayor Alioto.

"Parking Tax

- "3. We feel that non-resident commuters should and must pay their fair share for facilities provided by the city. The present city parking tax is non-selective and only a stop-gap measure. However, until such time as a better means of taxing commuters is found, we vigorously oppose any reduction in this tax as is presently being proposed by Supervisor Gonzales on behalf of the Downtown Association, private parking garage operators and other downtown interests.

"Downtown Parking

- "4. We recommend the complete elimination of curbside metered parking for private automobiles in the automobile control area and on certain thoroughfares elsewhere in the downtown area.

"As a condition to the foregoing proposal, we recommend the construction of publicly financed and operated long-term parking facilities on selected sites along the Van Ness Avenue corridor from Fell to Bay Streets and in the parking belt south of Market with free shuttle service provided to the downtown core area. As long-term peripheral facilities are provided, all long-term parking in the downtown core area (except as provided in office buildings and hotels) should be prohibited and such existing facilities catering to long-term parking 'converted' by statute to short-term use only. No new or altered 'free standing' parking facilities should be permitted in the downtown except for short-term facilities in the designated parking belt west of Union Square.

"With the provision of adequate long-term peripheral facilities and shuttle service and the availability of adequate short-term facilities around the core, selected core streets should be closed to all but transit service, vehicles and taxis.

"Market Street

- "5. During the construction of BART, most of Market Street has been closed to private vehicles. As BART construction and Market Street improvements are completed, and the street opened, traffic should be limited to transit vehicles, trucks, taxis and emergency vehicles..

"Interstate 480

- "6. We strongly recommend abandoning completely the concept of Interstate 480, the bridge to bridge freeway connector. Interstate and intrastate traffic should be concentrated in the East Bay where existing corridors can be expanded without severe impact. San Francisco should be a point of destination, not an interstate corridor. Construction of such a connector will only attract through traffic.

"Bridge Corridors

- "7. We strongly oppose the concept of the Maritime Parkway and particularly the designation of North Point and Bay Streets as thoroughfares. We suggest that east-west traffic to and from the Golden Gate Bridge be concentrated in the Lombard Street corridor which, because of its wide right-of-way, is most adaptable to a depressed covered or partly covered limited access improvement. Local traffic would be accommodated on the surface. Under this concept, Marina Boulevard

would be disconnected from the Doyle Drive bridge approach and become a local recreational street as would Cervantes and Bay Streets.

"Van Ness Avenue would become a collector-distributor depressed and covered in whole or in part. Major long-term parking terminals would be located at selected sites along its length from the vicinity of Fell to Bay Streets, as previously suggested; with a connection to the Central Skyway at the South, and improved Lombard Street to the North, traffic would be intercepted and distributed to the parking terminals with shuttle bus service running along selected East and West streets from Bay to Golden Gate Avenue, feeding to and from the downtown. The success of this concept depends on eliminating long-term garages in the downtown area, providing frequent shuttle service to all parts of the downtown core on the streets devoted primarily to transit vehicles. This parking belt would be coupled with the major belt South of Market intercepting traffic from the Bay Bridge and the Bayshore Freeway for the primary purpose of intercepting and accommodating automobiles now penetrating the periphery of downtown and in the future accommodating that portion of Intra and Intercity commuter trips which for one reason or another cannot be accommodated by transit.

"We urge that the foregoing concept be refined and tested as part of a solution to the downtown transportation problem.

"Mass Transit Extensions

"8. We have dealt more with the automobile than transit because it is the problem and transit is the answer.

"We question, however, the commitment to rail only extensions to adjacent counties, and suggest that the corridors be established and the mode kept flexible.

"We also wonder if the extension to the airport and into San Mateo County from Daly City best serves the interests of San Francisco. The reason given in the report (p. 42) for deferring construction of the Bayshore line in favor of the Daly City extension, is that the density of trip generation is not sufficient to justify its development. This is a case where a transit proposal is being used to reinforce existing development rather than as a tool for shaping new development. The Southeastern section of the city is the only major area in the city suitable for

intensive redevelopment. Transit before the fact, so to speak, could stimulate that redevelopment which might significantly broaden the city's employment and economic base.

"Enforcement"

- "9. We have emphasized several times the need for enforcement of traffic control ordinances. Perhaps the subject of enforcement does not belong in that portion of the plan represently being reviewed, but next to money, it is the most important single implementation tool available. Plans for exclusive transit lanes, tow away zones or anything else where the control is dependent upon strict adherence to certain 'rules' are absolutely useless without a mechanism for enforcement. Congestion today could be significantly reduced if existing ordinances, pertaining to vehicles and pedestrians alike, were strictly enforced. Until officials responsible for enforcement stop knuckling under to special interest groups and stop playing politics with the use of our streets, no amount of planning or number or quality of great plans will solve our primary problem. Fines should be doubled, in some cases tripled, and the law enforced indiscriminately. Increases in fines will go a long way towards beefing up the enforcing agency. Planning for a consolidated transportation authority, department or commission, must include an enforcement arm serving all elements of the transportation system."

Mr. Weiss also submitted a copy of the entire report which his committee had prepared on the Improvement Plan for Transportation for review by members of the Commission.

James Clark, representing the San Francisco Bay Chapter of the Sierra Club, read and submitted the following prepared statement:

"Review of the Improvement Plan for Transportation"

"The San Francisco Bay Chapter of the Sierra Club appreciates this opportunity to comment on the Improvement Plan for Transportation: A Proposal for Citizen Review. We are generally pleased with this effort to bring about a more properly balanced transportation system that will contribute positively to the physical and social well-being of San Francisco. This comprehensive plan includes many sound policies and innovative suggestions for meeting varied transportation needs while seeking to protect and enhance the total environment. However, we do want to question certain assumptions and emphasis along with some of the specific recommendations, as they relate to issues of growth and the relative emphasis on the private automobile.

"I. Transportation and Growth

"The Transportation Plan makes certain assumptions about growth, both its extent and where it will occur, that are open to serious question. In the tables on page 7, the Plan postulates continued substantial population growth for the entire Bay Area, with somewhat less for San Francisco itself. The studies on which these figures are based were done in the late 1960's; the actual 1970 census figures, along with such factors as a decline in the birth rate and out-migration, indicate these projections are far too high. More importantly, the whole notion of unrestricted population growth for the Bay Area is facing wide-spread challenge. To permit such growth to take place to the same degree it has in the past will make it that much more difficult to deal effectively with our already pressing social and environmental problems.

"Similarly the plan assumes continued extensive growth of the downtown business district, with a high percentage of the new jobs to be filled by out-of-city residents. This perpetuates the heavy emphasis on the commuter style of life. San Francisco will certainly remain a center for the Bay Area, but the downtown business district can not and should not continue to grow in the relatively unrestricted way that it has. The Manhattanization of San Francisco is coming under increasing attack and there will be continued and in time successful efforts to set limits on the density of this central district.

"More desirable operating assumptions are that there will be relatively lesser growth than predicted, that it will be more controlled, and that it will be more decentralized, not only around the rest of the Bay Area but in other parts of San Francisco itself. The implication this has for transportation development is that there would be less focusing of the entire transportation network on downtown San Francisco. More of our not unlimited capital resources can be used to provide improved, more direct public transit service between the various sections and neighborhoods of San Francisco.

"In the light of the foregoing considerations, and in the light of the Plan's own statement that 'transportation planning can be used to guide, shape and control growth itself,' it is surprising to find the proposal to extend rail rapid transit to Marin County. A study by the Golden Gate Bridge District in 1970 found that such a rapid transit system would lead to greater population growth in Marin and increased commuter travel to work in San Francisco. Marin residents clearly do not want such growth: the water system proposal which would have fostered increased growth was defeated by a 10 to 1 margin in the recent election.

"Similarly, the proposal for a Geary Street subway needs more careful study. The Richmond District already has good public transportation to downtown. A subway would improve this service by only a small amount, but the greatly increased capacity of such a line would cause pressure for increasing the population density in the Richmond.



"2. Automobile vs. Public Transportation

"Transportation planning (or the lack of it) for too long has been dominated by schemes for moving automobiles. In densely populated places like San Francisco a more important problem is how to move people. The results of providing for automobiles are obvious: congestion, air pollution, noise, the preemption of valuable space for streets, parking, gas stations and the like. The private automobile is a great convenience, but if too many people try to take advantage of this convenience within a limited area, the impact of the automobiles is totally obnoxious.

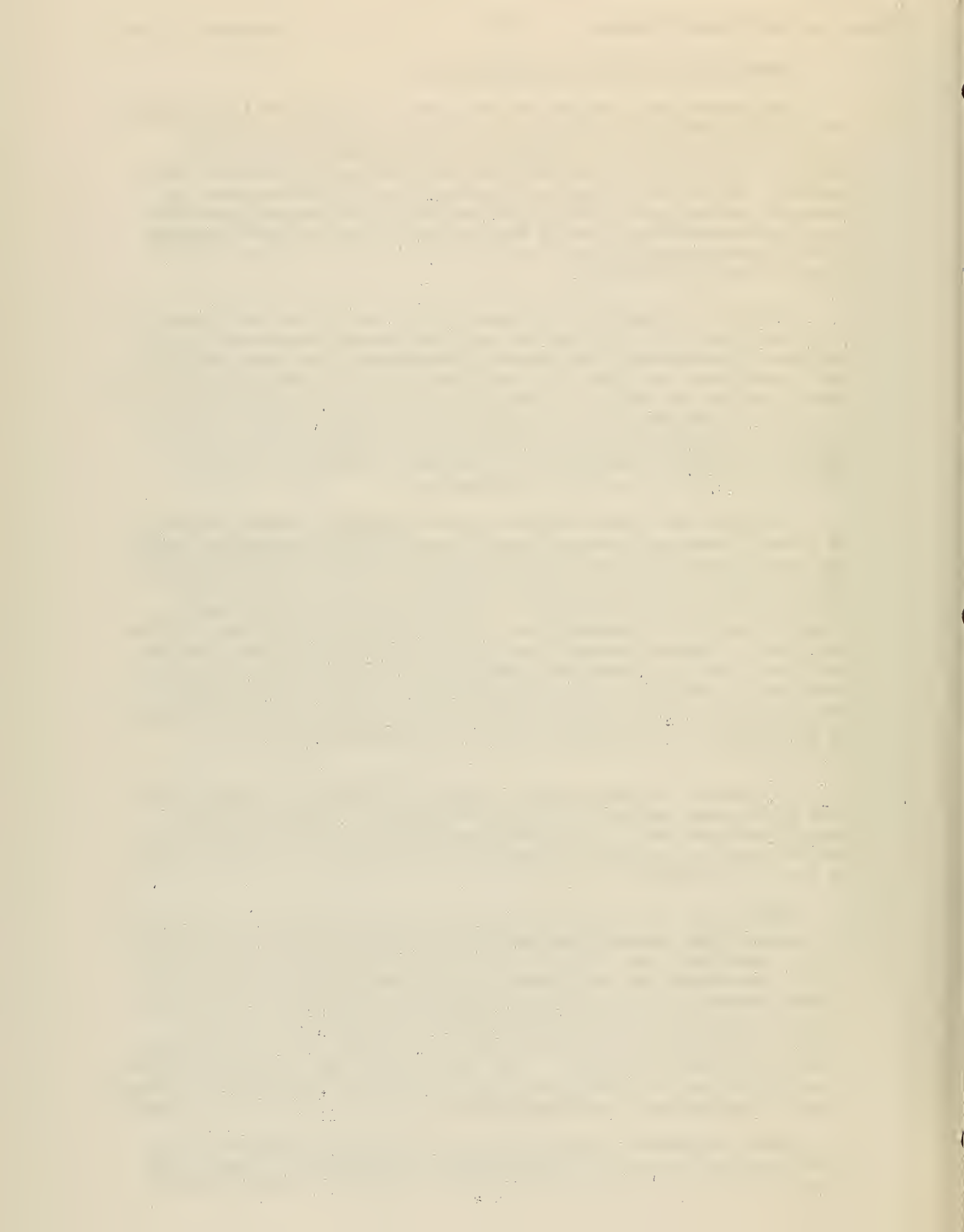
"In plans to improve the transportation system one would expect to find provisions for moving people while decreasing dependence on automobiles. Unfortunately the present 'Improvement Plan' does not make this commitment. We find built into the Plan the assumption that 'automobile traffic is unlikely to be reduced from its present levels.' It is only in transportation to downtown that the Plan foresees any significant changeover to public transportation, and this is so simply because it would be impossible for the vastly increased number of workers envisioned to arrive by automobile.

"Planning must take definite steps to reduce automobile traffic. It is well known that when highways, faster streets and parking facilities are provided for autos, the number of automobiles rises until the full capacities of these systems are reached. It is time to start moving in the opposite direction. Wider streets, one-way streets, separated grades at intersections, synchronized signalization, parking belts--all of these increase capacities and encourage greater automobile use. The Plan states that use of public transportation can be increased by making it more attractive with respect to auto travel. The other side of the coin is to encourage use of public transportation by making auto travel less attractive with respect to public transportation.

"We approve of the concept of Transit Preferential Streets. The Plan talks about the need to eliminate conflicts between autos and transit vehicles, but it makes few specific proposals. It should be active policy to resolve all conflicts between autos and public transit in favor of the transit system.

"The policy for improving interdistrict Muni service is a good one. The proposal for an exhaustive study of the Muni's entire route network is also excellent, and this study should be undertaken as soon as possible. Extensions and improvements of the Muni system should have the highest priority. The recommended changes and additions to the routes are not meant to be implemented until after the rail rapid transit system is in operation, at which time the vehicles for the additional routes will become available. This means we can not expect the changes to occur for four or five years at the very least, an unfortunate delay. Means of implementing these changes at an earlier date should be sought.

"Many improvements in the Muni system could be implemented very quickly and at low cost. The feasibility of transit-only lanes, with physical barriers to keep out automobiles, should be investigated for



all streets designated as Transit Preferential Streets. Timed signalization, which we have mentioned as being undesirable because it encourages greater automobile usage, is a definite disadvantage for buses, because of the stops they must make. Therefore, look for opportunities to eliminate synchronized signalization in addition to equipping the buses with devices to trip the signals in their favor. At bus stops, sidewalks can be extended into the street. Then the buses can stop in the traffic lane thus serving several useful purposes. First, the bus does not lose time by fighting its way back into the traffic. Second, automobile traffic is forced to stop behind the bus, thus reducing the attractiveness of automobiles. Third, this type of bus stop eases sidewalk congestion, by getting those who are waiting for the bus out of the way of the pedestrians. Finally, these stops eliminate illegal parking in the stops.

"3. Recreational Streets

"The concept of a 'recreational street' or of 'recreational driving' as it is presented in the Plan must be questioned. The recreational streets are meant to foster pleasure driving within San Francisco. Pleasure driving is objectionable for several reasons. In the first place, such a policy blatantly encourages automobile usage, whereas every effort should be made to discourage such use. Even more importantly, such pleasure driving reduces the recreational value of the parks and shoreline where it occurs. What is pleasure driving for one person is noise, air pollution and congestion for another.

"A distinction must be made between driving a car for recreation and driving a car for transportation to a recreation area. The first is inappropriate in such places as Golden Gate Park, Lincoln Park and portions of the Presidio where a new shoreline drive is proposed. On the other hand, transportation which provides access to these areas is strongly encouraged. The Plan itself recognizes this principle when it states on page 18, 'Mobility is not in itself an ultimate goal; people only travel when there are places to which they want to go and activities in which they want to engage.'

"For these reasons we oppose the El Camino del Mar and the Bay Front Drive. All roads in Golden Gate Park, except for the thoroughfares which cross it, should be closed to automobiles. The possibilities of shuttle buses or elephant trains to provide access need to be investigated. We do support the proposal to reduce capacity on the Great Highway.

"4. Specific Issues

"The Plan fails to give bicycles serious consideration as part of the transportation system. Although Criterion #4 for bicycling on page 17 states that 'A network of citywide bicycle routes should link



together major attractions,' Criterion #3 suggests that bicycles might be useful only for trips of one-quarter mile. Large-scale use of bicycles, such as occurs in Davis, California, can do much to ease congestion. Safe bicycle routes to major employment centers are needed, as well as secure bicycle parking facilities.

"We heartily endorse the Plan's insistence that the Embarcadero Freeway be removed. Unfortunately, the Plan ties such removal to the concurrent construction of a State Route 480. Since the need for such a new freeway is questionable, and since it is not likely to be built soon if it is ever built at all, the net effect of this constraint is to delay removal of the Embarcadero Freeway. It should be torn down without any preconditions, and as soon as possible. It is also surprising, not to mention self-contradictory, to see plans for connecting the Embarcadero Freeway to the Southern Freeway in the map on page 33. Such proposals make one wonder about the real intent of the planners regarding this monstrosity.

"We oppose the Maritime Parkway. This wide roadway would take over a large amount of space that could be better used in the development of various kinds of water-oriented activity. The width proposed would present a formidable obstacle to pedestrians who wish to cross over to reach recreational facilities planned for the Bay shore. In combination with other increases in the auto capacities planned for the Northern Waterfront, it would lead to a large increase in the traffic volume in the area. In addition to the direct impact on the area it would put increased pressure on the Golden Gate Bridge.

"The Maritime Parkway is said to be needed in order to reduce traffic on nearby residential streets. Traffic on these streets could be just as effectively reduced through implementation of proposals in the Residential Streets Plan: greater use of stop signs, narrowing and cul-de-sacking of streets, and installation of traffic diverters.

"The proposal to make Doyle Drive a safer route is commendable, provided that 'improvement' of the route does not increase its capacity. A lane for exclusive use of buses should also be included as is proposed in the Transit Streets Improvement Plan.

"The Hunters Point Freeway proposal is questionable. Freeways tend to generate their own traffic and additional auto traffic in the City is undesirable. This freeway will also cut off the shoreline of the Bay in places, and portions of it will have to be built on Bay fill, both of which are objectionable features. A different design with lower capacity and constructed at grade level should be studied.

"The tunnels proposed for Golden Gate Park (Cross-over Drive, Sunset Boulevard, Kezar Drive) sound like good ways to improve the park by getting rid of through traffic. However, these proposals are also open to question--they would be expensive to build for one thing. Construction of the tunnels would inflict heavy damage on the park, and this might be too great a price to pay for the benefits to be derived.

"We are alarmed at the concept of peripheral parking facilities for the downtown area. Availability of parking can only encourage people to use their automobiles to reach this destination. Again, the policy should be to reduce use of automobiles, and this can be accomplished by not making it more convenient to use a car. The Plan suggests that increased parking facilities not be provided until the impact of BART and the Marin bus/ferry systems can be evaluated. This assessment is a wise thing, but one is left with the impression that the additional parking will be provided regardless of whether or not the evaluation shows it is needed.

"The Downtown Plan designates certain streets as 'Pedestrian-Transit-Service Streets.' Automobiles are to be banned entirely from these streets. The making over of streets into pedestrian malls is an excellent idea. Consideration should be given to extending this proposal to certain neighborhood shopping streets--Polk, Grant, Haight, Clement and Fillmore all deserve this sort of consideration.

"A final proposal which we applaud is the creation of a single agency for transportation. Planning and operation of transportation facilities is now splintered among many agencies. In particular the Muni has suffered as a result of being but one concern of an agency that must deal with a number of diverse problems. With such a transportation department, it would be easier to achieve the coordination needed to bring about a balance among modes in the transportation system. This is especially important if public transportation is to gain priority over private automobiles."

Commissioner Rueda stated that it was difficult for him to visualize the reasons for the objections to the Maritime Parkway. He remarked that the Embarcadero does not function well as a roadway at the present time; and he felt that the Maritime Parkway would better serve the needs of the community.

Mr. Clark stated that the City has a great need for recreation facilities on the waterfront; and he believed that the Maritime Parkway would make it impossible to achieve such developments and that it would also separate the City itself from the Waterfront.

William R. Donovan, representing the Inner Sunset Action Committee (ISAC), read and submitted the following statement:

"To the members of the San Francisco Planning Commission:

December 1, 1971

"ISAC is in favor of improved public transportation in our area: in particular, improved convenience of movement for the N line on Irving and Judah Streets, and making Seventh Avenue a 'transit preferential street,' so long as our other requirements for this street, as expressed below, are met.

"ISAC strongly urges reduction of the quantity and improvement of the quality of auto traffic in our area, since auto traffic is a continual nuisance on almost all of our streets, at all times of the day and night.

"ISAC recognizes that the 7th Avenue-Laguna-Honda-Woodside-O'Shaughnessy corridor has been, is now, and will continue to be a natural crosstown link. However, the treatment of this link in its ISAC-area part, which is entirely residential, must conform to the environmental needs of the area's residents. Therefore it should not be designed to carry any more traffic than at present -- even though traffic may be reduced on the surrounding streets -- and the quality of this traffic, which at present is intolerable because of its speed, recklessness, noise, and fumes, and the depressing effect of its sheer volume, not to mention the high accident rate, must be radically improved and strictly controlled.

"Seventh Avenue was a 2-lane street until a little more than 3 years ago. Now it has three lanes, and as far as the area's residents are concerned, this third lane serves only to allow many motorists to drive at excessive speeds, to the detriment of the neighborhood. Therefore ISAC would like to see 7th Avenue reduced once more to two lanes -- which, we believe, would handle the existing traffic load just as well as do the present three lanes.

"On their face, these requirements may seem to present a dilemma: how can traffic in the ISAC area's streets as a whole be reduced while the vehicle capacity of the area's 'major thoroughfare' is apparently reduced at the same time?"

Commissioner Finn advised Mr. Donovan that the San Francisco Municipal Railway has a ridership second only to New York City's and fares lower than any city in the United States except New Orleans. Furthermore, the Municipal Railway offers a greater density of service per square mile than any other transit system in the United States. Under the circumstances, he emphasized that service is available if the public wishes to use it.

Neil Malloch, 50 Alta Street, remarked that the Southern Freeway is scheduled to be extended and connected with the existing Embarcadero Freeway; and he felt that that section of freeway should not be constructed because of the additional damage which it would inflict on the Rincon Hill section of the City which has

considerable historical value in addition to a good climate and beautiful views. Furthermore, if the City were serious in its intention to seek removal of the elevated Embarcadero Freeway north of the Ferry Building, it would not make sense to approve the construction of the Southern Freeway extension which would only perpetuate the structure to the north. He believed that the Port Commission would be phasing out its operations south of the Ferry Building in the vicinity of Rincon Hill; and he felt that the City should make an effort to improve the quality of that neighborhood and that it should take steps to insure that the new connection between the Southern Freeway and the Embarcadero Freeway is not constructed.

Larry Jacobson, 791 - 43rd Avenue, stated that his major objections to the Improvement Plan for Transportation were that it contained no interim plans and that it reflected an excessively negative attitude toward use of the automobile. He felt that Gough Street should be devoted to one-way traffic for its entire length; and he suggested that the flow of traffic on Divisadero Street should be improved by installation of synchronized signals, establishment of tow-away zones, etc. He fully supported the concept of installing streetcar tracks on Sunset Boulevard and believed that the streetcar tracks could be installed in a way which would give the Boulevard a character similar to that of St. Charles Street in New Orleans. He stated that he would transmit more detailed written comments on the Improvement Plan for Transportation to the staff of the Department of City Planning for review.

Arthur Moore, 734 Bush Street, believed that there is even a greater need for rapid transit service along the Geary Street corridor than along Market Street. However, if the Geary Street corridor rapid transit system were to be constructed, he was confused as to whether the San Francisco Municipal Railway, BART, or the Golden Gate Bridge and Highway District might assume jurisdiction over the project. His own suggestion was that the three organizations should form a joint venture to construct a three level system which would serve their individual needs.

Susan Lierman, representing the Haight-Ashbury Neighborhood Council, read and submitted the following statement:

"The Haight-Ashbury Neighborhood Council would like to support the evident emphasis on public transit in the Improvement Plan for Transportation, pointing out that during the freeway fight of several years ago, our neighborhood council asked for a turn toward transit improvement rather than freeway expansion.

"On page 10 of this study, we note that it is summarized: 'the city has a choice between two futures: one in which the city is changed radically to conform to a transportation system that continues to expand in the same manner as in the past, or one in which the transportation system is changed to conform to the kind of city that San Francisco's residents want.'

"We vote for the latter. We feel that public transit improvement done with vision and imagination must be the focus. Our city planners must continue to seek funds for it.

"We fear, however, that the Plan has a less visionary emphasis for our neighborhood and our surrounding areas. We are alarmed that again the emphasis on Oak and Fell Street seems to rely on road building rather than transit innovation. In our view a tunnel on Oak and Fell, be it from Laguna to Baker or Stanyan or whatever its location, will ultimately be an invitation to a freeway. It will certainly be much too disruptive a building project for our tenuous district to survive. We as a neighborhood are striving for rehabilitation; failure to provide our neighborhood, including the U.C. Medical Center, with improved public transit will deter our rehabilitation.

"We think you place old fashioned reliance on the private auto in the thinking behind a tunnel for Kezar Drive. We implore you to discourage increased parking at U.C. Medical Center, and rather seek federal funds to improve transit to that center, improving the ability of people from all over the city, and from BART connector stations, to reach it without their cars. For planners, tunnels purport to help the park return to its natural state; for Haight-Ashbury residents, they spell more cars on neighborhood streets.

"Another aspect of the study that concerns us is the plan for protected residential neighborhoods. We are sympathetic with the intent, and do not want to deny residents its advantages. However, we are inclined to feel the burden on the surrounding major residential streets will be too great. We have in mind Stanyan, 17th Street, Oak and Fell, Clayton Street, as examples of residential streets that would have to assume the burden of much more traffic. They are already suffering.

"We would like to see more stop signs in residential neighborhoods, even on major thoroughfares, to slow traffic for safety's sake.

"In closing we would like to remind the Commission that recently the Board of Supervisors voted to remove Oak and Fell from the State Highway system. We applaud this, and ask that you remove the tunnel from your planning. It creates unease in residents' minds and keeps our district in an uneasy state as to its future. We ask that you regard us as a rehabilitative neighborhood; this means we must establish residents' faith in the stability of their property values. We need relief from road building threats to establish this faith.

"We support wholeheartedly planning requests for funds to improve transit, to experiment with it, connect existing bus lines with BART. Please spend the millions that way, not in road building."

Mrs. Bierman, expressing her own personal opinion, remarked that the plan which the Planning Association for the Richmond had prepared would have a frightening effect on the Haight-Ashbury Neighborhood; and, because plans prepared by individual neighborhoods would inevitably affect adjacent neighborhoods, she felt that overall planning for the City should be done by the Department of City Planning and not by individual neighborhoods.

Geraldine Arkush, 1018 Chenery Street, represented the Glen Park and Glen Ridge Neighborhoods. She noted that the Improvement Plan for Transportation called for citizen review and participation; yet, even though the Board of Supervisors had acted as recently as June, 1970, to veto plans for an underpass at Portola Drive and O'Shaughnessy Boulevard because of the objections of residents of that area, the Improvement Plan for Transportation, on page 39, proposed that high priority should be given to that project. Under the circumstances, she did not feel that the statements contained in the report regarding citizen participation could be taken seriously. She did not agree with the recommendation contained in the report for establishment of a Transportation Commission. What is really needed is people who are more responsive to the voters and not just another Commission.

John W. Murphy, 1405 - 7th Avenue, represented the San Francisco Bicycle Coalition. He felt that the greatest deficiency of the Improvement Plan for Transportation was its failure to take the bicycle seriously as a mode of transportation; and he asked that steps be taken by the Department of City Planning to remedy that defect. He felt that the Improvement Plan for Transportation should call for separate and protected bike lanes on Upper Market Street, on the Embarcadero, in the Mission, in the Bayview, on 7th Avenue - Laguna Honda, and in other portions of the City as needed to offer San Franciscans a comprehensive City-wide network of bicycle routes which they could use without fear to travel from one point in the city to any other. He also suggested that "Criteria for Automobile Priority" on page 17 of the Improvement Plan for Transportation should be revised drastically and that most of the criteria should be reassigned to the bicycle and to public transit. Finally, he noted that the City-wide parking plan proposals did not reflect consideration for the cyclists' need for secure bicycle parking; and he suggested that no new parking facilities should be permitted Downtown which do not include adequate bicycle parking at a minimum charge.

Commissioner Fleishhacker inquired about the number of bicycles now owned by San Franciscans and asked if the percentage of ownership is increasing. Mr. Murphy replied that no accurate figures are available concerning bicycle ownership. The bicycle industry, however, had estimated that bicycles are owned by one out of every five individuals in the United States; and, on that basis, he calculated that approximately 145,000 residents of San Francisco might own bicycles. He believed that the percentage of bicycle ownership is increasing.

Gerald Cauthen, 1975 Clay Street, represented both the Telegraph Hill Dwellers and the Citizens' Waterfront Committee. He called attention to the fact that Robert Katz, a member of the Waterfront Committee of the Telegraph Hill Dwellers, had previously submitted a written statement to individual members of the Commission. That statement had expressed strong disapproval of the proposed Maritime Parkway; and, in addition, it had offered the following comments relating to Columbus Avenue:

"Several years ago, Columbus Avenue was made into a major artery by closing several cross streets in North Beach. Stockton and Powell Streets were closed to south-bound traffic for one block each, and other cross streets were closed by islands running along the center of Columbus Avenue.

"As a result, a crazy quilt traffic pattern has greatly disrupted local North Beach and Telegraph Hill traffic within the neighborhood. In addition, rush hour commute traffic is increasingly spilling over into the neighborhood.

"We strongly recommend a thorough study and revision of the existing traffic patterns along Broadway and Columbus Avenue in order to reestablish a saner and more efficient traffic pattern for the benefit of the entire North Beach - Telegraph Hill residential and commercial areas."

Mr. Cauthen then read and submitted the following statement on behalf of the Citizens' Waterfront Committee:

Inasmuch as CWC was organized to try to cope with San Francisco's waterfront problems, particularly along its eastern waterfront, we will limit our comments to those features of the Plan which would impact that area of the City. It should be noted however that CWC shares with virtually every other organization in San Francisco representing San Francisco residents an intense desire and determination so see the excessive use of automobiles in this city reduced and to see the public transit systems in the city given the City-wide attention they deserve.

"Accordingly we are extremely disappointed to find the Hunter's Point Freeway and the Maritime Parkway still listed as high priority 'thoroughfare improvements' at a time when San Franciscans have over and over again and in many different ways declared themselves as favoring more sophisticated solutions to transportation problems.

"A surface or elevated roadway along or through a priceless public resource such as an urban waterfront is not a sophisticated solution. Measures which would cut off the Bay View/Hunter's Point District from San Francisco Bay or which would encourage more automobiles in the already unbearably congested Marina District are not sophisticated solutions. A traffic barrier between any part of the City and its Bay frontage would be almost as unacceptable as would be a crude assortment of highrise

waterfront buildings. CWC requests therefore that you respond to the increasingly unanimous cry of urbanities everywhere and particularly of San Franciscans and turn your attention and energies away from waterfront thoroughfares and toward the real solution; namely increasing the priorities for public transit in San Francisco."

Referring to a remark which had been made earlier in the meeting by Commissioner Finn, Mr. Cauthen acknowledged that primary responsibility for implementation of the transit proposals contained in the Improvement Plan for Transportation might rest with the Public Utilities Commission; yet, the proposed objectives could not be achieved without the cooperation of the City Planning Commission and other public agencies. Furthermore, he felt that the Improvement Plan for Transportation would amount to nothing more than empty words unless the public agencies involved were to take a strong advocacy position regarding mass transit. In conclusion, he advised the Committee that other cities in the United States are moving ahead of San Francisco in terms of modernizing their surface transit facilities.

John C. LaBoyteaux, representing People for a Golden Gate National Recreation Area, read and submitted the following statement:

"The Golden Gate National Recreation Area is directly affected by transportation plans from Aquatic Park to Fort Funston. As the Improvement Plan for Transportation points out, transportation does have a 'tremendous influence on patterns of urban development'. Both the quantity and quality of life within the city are influenced by transportation systems. The proposed park will be affected by growth in any part of the city, especially that which will increase traffic in the transportation corridors along the Northern and Western rim and on into Marin County. We agree that a choice must be made concerning the level of growth that is desired. Ultimately a number of factors, not just transportation considerations, will be needed to bring about limited and orderly growth. For the immediate future however, transportation will be a key factor in controlling growth. The Golden Gate National Recreation Area fits into a pattern of controlled growth because it would retain the open space that remains on the perimeter of San Francisco and in Western Marin. We strongly support what is probably the most important proposal in the plan, the limitation of automobile routes into the City to those which already exist, permitting no increase in the capacity of the existing facilities. We applaud the Planning Department for their continued effort to achieve controlled growth.

"We are in disagreement with the implied concept of the Improvement Plan: that new roads are needed for 'pleasure driving' in San Francisco today. Air pollution from automobiles and their supporting industries, though we hope for some technical solution, will remain a problem for

some time. More importantly however is the sheer acreage which must be devoted to thoroughfares, streets, parking, and supporting services for the automobile. All possible encouragement should be given to public transit to replace the automobile. No more intrusions upon San Francisco's limited open space should be made to accommodate more roads and cars. 'Pleasure Driving' is a concept that, for San Francisco, has outlived its time.

"We are therefore opposed to a continuous recreation road around the Presidio linking via Lincoln Boulevard to a reconstructed route through Lands End. These areas have been proposed for inclusion in the Golden Gate National Recreation Area. The precise planning should await the Recreation Area's establishment. A more desirable overall method of providing such access might be by dead-end spurs off existing major arterials, wherever this is possible. On these spurs, preference should be given to public transit vehicles; where access and parking is provided for the private automobile, merit may be that the number of cars permitted to enter must be limited, so as not to impair the recreation value of the affected area. The design of the network should encourage people to get out and experience the area directly and fully. Continuous bicycle path loops and hiking trails can and should be provided wherever appropriate. The possibilities of a mini-rail or elephant train system, looped or otherwise, should be explored, as should a shuttle ferry system.

"Finally the part of this recreation loop proposal which would bridge or otherwise cross the landslide area at Lands End is particularly unwise for a number of reasons. Lands End, probably more than any other part of San Francisco, comes near possible classification as a wild area, truly rare and valuable in a dense city. Educational opportunities for the study of wildlife and geology abound. There have been four attempts to maintain El Camino Del Mar through this area. The first in 1919, again in the thirties, in 1947, and lastly in 1953. The last attempt held for only three years before the active slides in the area disrupted it. There are three fault lines through the area and the slides remain active to this day. A bridge across this area would be nearly 500 feet long, possibly more depending on the final placing of the abutments. A cost estimate four years ago of about two million dollars, would be closer to three million now. Such a bridge would dominate the landscape at Lands End. If the use of this route as an arterial is ever a consideration, the cost of three million dollars does not seem warranted, for the four tenth of a mile difference in distance from the Legion of Honor to the corner of Point Lobos and 48th Avenues. The dead-end spur which now exists with limited parking and transit access to the USS San Francisco Memorial is an excellent example of one of the best alternatives.

"Concerning the Great Highway, we are happy to be able to give our full support to this proposal. Curving would, we believe, solve for the

most part the problem of excessive speeds on this road in spite of the posted limits. The interim modifications have shown that two lanes each way is adequate for the traffic flow. We urge that the planning department proposal be implemented as it stands, as developed by Mr. James White. We also favor the planned new underpasses and remodeling of the old ones, with their considerably safer design than the present tunnels. We would oppose overpasses. These would restrict views and impose upon the aesthetic beauty of the beach, sea wall, and the Great Highway.

"In the Northeastern part of the city, Fort Mason does appear to be an obstacle to the flow of traffic along the city's northern edge. However, no road should be constructed directly through it, be this either a surface route, depressed roadbed, or cut and cover tunnel. Such would be ruinous to the open space and remaining natural qualities of Fort Mason.

"We believe that the alternative that Northpoint Street be continued along the South and West boundaries of the Fort to improve the traffic flow has considerable merit and should be given careful study. Since this can be done with only a minimal widening of Bay Street, west of Van Ness, relatively little Fort Mason land would be taken away for roadway use. What needs to be weighed is the impact of making Northpoint and Bay one-way through streets where they go through or border areas of heavy pedestrian usage--Fisherman's Wharf, Ghirardelli Square, and eventually Fort Mason itself. Special care may have to be taken to provide safe pedestrian access should such a plan be adopted.

"This proposal will admittedly increase the automobile capacity of this area. However, there is a good chance it can serve primarily to relieve congestion, and stimulate relatively less in the way of additional automobile traffic. (Particularly if the average speed is kept down). There is the danger that other 'improvements', which would tie in with the Northpoint and Bay Streets improvement, could stimulate a very major increase in automobile traffic through this part of the city. This would be highly undesirable, for it's direct impact as well as the increased pressure it would bring for a second deck for cars on the Golden Gate Bridge, something which so far has been successfully resisted. For this reason, we oppose the Maritime Parkway (which would as well decrease pedestrian access to the Bay and would encourage extensive use of the automobile along the northern waterfront). We also want to express our deep concern about the plan the State Division of Highways to 'improve' Doyle Drive. As proposed, it would bring about unwanted massive increase in automobile capacity, which is in no way required to deal with the acknowledged problem of making this a safer stretch of roadway. We support the Planning Department's proposal to make Doyle Drive safer, but to maintain the same capacity. Finally, Highway 480 has been proposed as a so-called limited access, limited capacity freeway route from the Golden Gate Bridge to the Bay Bridge. Again, because it would encourage automobile use in this highly congested corridor, we believe this should not be built."

Kamini Gupta, 2237 Chestnut Street, represented the Marina Merchants Association. He stated that no one else in the Marina District had received notice of the scheduled hearing on the Improvement Plan for Transportation; and he felt that the hearing should have been more widely publicized. It seemed to him that the Improvement Plan for Transportation aimed at reviving freeway proposals which had already been discredited by the people of San Francisco; and he particularly objected to the proposal for a Maritime Parkway and to use of the word "freeway" in referring to the proposal for reconstruction and realignment of Doyle Drive. Rather, it should be called a "bridge approach," as that is what it is. He urged that the reference to Doyle Drive on page 39 of the report be amended to specify that the reconstructed roadway would not be a freeway. While a recommendation was made on page 40 of the report for construction of a tunnel beneath Fort Mason, he pointed out that a railroad tunnel already exists in that area; and he suggested that it might be possible to use the railroad tunnel to ease traffic congestion during commuter rush hours. Mr. Gupta objected to the recommendations which were made on page 45 of the report to speed the flow of transit vehicles on Union or other business (commercial) streets remarking that the Municipal Railway drivers already take many liberties which should not be condoned.

Commissioner Finn emphasized that the suggestions made on pages 37 through 55 of the staff report were merely suggestions and were not scheduled to be adopted by the City Planning Commission.

Mr. Gupta suggested that the Municipal Railway should establish shuttle bus lines to provide inter-district service between neighborhoods such as the Richmond District and the Marina District. He felt that many of the problems caused by private automobiles could be solved if the City would consider the desirability of initiating a utility system which would provide small electric automobiles to carry one or two passengers from one city district to another. In conclusion, he felt that additions should be made to the seven "criteria for mass transit priority" on page 17 of the report calling for special transit service to and from special events such as those held at Candlestick Park, the Opera House, the Civic Auditorium, and the Yerba Buena Center. He also felt that more use should be made of jitneys and mini-buses and that the City should ultimately consider establishing a public utility truck-delivery service.

Gregory Hurst, 23 West Portal, submitted the following statement on behalf of the Sunset Parkside Education and Action Committee (SPEAK):

"The present balance between automobile use and mass public transit should be tipped increasingly in favor of the latter if our City is to be spared the blight and pollution which will accompany additional freeway construction.

"Specifically, we endorse. . .

". . . improved bus service in our area and between our area and other parts of the City

". . . increased coordination of existing and future mass transit with special emphasis on transfer points and better marking of Muni routes.

". . . the study of possible alternative means of transportation, including 'minibuses' within sections of the area which would especially serve shopping centers on Irving Street, West Portal Avenue, Noriega Street, Taraval Street, and Judah Street

". . . the study of safe bicycle routes

". . . expanded off-street parking facilities in commercial areas

". . . a study of possible use of monthly passes for Muni commuters, with no limit on the rides taken by the purchaser of each pass

"The future of Sunset Boulevard and Nineteenth Avenue deserve special consideration. A proposal for a Muni streetcar connecting link on Sunset Boulevard between Judah and Taraval Streets concerns those who fear for the preservation of the environment of this scenic road. Others point to possible advantages for the Muni and its commuters and note that Sunset Boulevard is the only route wide enough for a connecting link which would not pass directly in front of hundreds of homes in the area.

"Inevitably, there will also be proposals to increase the capacity of Nineteenth Avenue. Supporters of such proposals will point to the need to ease traffic congestion. Others will point to any such plans as having the effect of converting Nineteenth Avenue into a near-freeway.

"No radical changes such as those described above should be made unless residents are given full opportunity to know the facts, to express their views, and to form their own guidelines concerning the need for and content of proposed changes. Such a process should include well publicized public hearings, held if possible in the Sunset-Parkside area and at evening hours convenient for area residents. Written summaries of any proposals should be prepared in quantity by the appropriate City agencies for distribution both before and at such hearings. Such a summary should give all the important details of the proposal and should also detail pros and cons of alternative proposals, including the maintenance of the present situation.

"The upper Great Highway should be changed from an expressway to a primarily recreational road under the guidelines we have adopted for a proposed Ocean Beach Improvement Plan. In addition to narrowing the Upper Great Highway to no more than four lanes -- two in each direction -- such a plan will provide increased play facilities for children, increased parking facilities on the beach, and improved pedestrian access to the beach.

December 1, 1971

"We note our conviction that no additional freeway construction is needed in San Francisco beyond those relatively small projects already under construction. Freeway construction is of course a regional issue which responds to the total transportation picture in the Bay area. We are gratified that on this regional level increased attention is being given to the fact that freeways are 'self-fulfilling prophecies' which create the additional traffic they are designed to serve.

"The present grid of streets in our community is unique in San Francisco for its lack of beauty combined with lack of protection of residential areas. Most of our streets are bereft of trees and subject to high speed traffic. The Urban Design Plan notes that, 'Excessive speeds and amounts of traffic in residential neighborhoods can be reduced by a variety of design techniques, including narrowing of streets or intersections, landscaping, diversion of traffic and closing streets.' Indeed, one of the major policies of the Urban Design Plan is to 'protect residential areas from the noise, pollution and physical danger of excessive traffic'. We endorse this overall policy and seek its implementation upon consultation with residents in specific areas of our community."

Tony Kilroy, 473 - 11th Avenue, read and submitted the following statement:

"First, the most important aspects of any plan are the basic assumptions and fundamental criteria used. Although individual assumptions may be included in parts of the Plan I believe they should be separated in concise terms on one place so that people clearly understand why we are proposing what we are for the future.

"Second, objective 2 of that same table on page 14 states:

'Use the transportation system as a means for guiding development and improving the environment.'

"I recommend that it be changed to read:

'Use the transportation system to improve the environment for the benefit of city residents.'

and put it as objective number 1.

"Third, the plan mentions that the number of commuters may double from 200,000 to 400,000 daily by 1990 and then assumes that the new commuter will use public transit. Commuting is a great waste of valuable natural resources, time is wasted, nothing productive is being created or accomplished, the cost is high and when accomplished by methods spewing pollutants into the air then the environment is being destroyed. Therefore I recommend that the plan include a policy to study methods to reduce the number of commuters.

"Fourth, nowhere does the plan discuss recent federal action that big cities may be required to reduce auto traffic within one year, or face federal intervention. The plan should include a forceful program to reduce auto traffic and not rely on voluntary public participation. The smog alert during the summer is a case in point where nothing meaningful was accomplished.

"Fifth, page 12 states that each new project be assessed on the basis of fiscal acceptability and impact on the quality of San Francisco environment and then assumes that additions to the commuter load be accommodated by public transit. You should go further and suggest a new ordinance to require out of town commuters occupying new projects to use public transit. This could be accomplished by registering users of parking facilities or other means and charging large additional fees for new automobile commuters.

"Sixth, the plan for all intents and purposes ignores bicycles. It should recognize their use for more than just recreation and advocate in more specific terms, lanes, routes, street closures, and a policy to encourage cycling to work, shopping and for pleasure and recreation.

"Development of rapid transit along Geary should be permitted only if no concurrent high rise development occurs without the approval of Richmond District residents."

Commissioner Fleishhacker, reflecting on the comments which had been made during the hearing, felt that it was important to say at least one good word for the automobile.

The Director assured the members of the audience that the staff of the Department of City Planning would make use of all of the comments which had been received in their analysis and modification of the Improvement Plan for Transportation.

Commissioner Finn stated that he was heartened by the fact that many of the people who had spoken had agreed that an emphasis should be placed on mass transit; however, he emphasized again that the recommendations of the staff of the Department of City Planning were only recommendations and would have to be implemented by other agencies such as the Public Utilities Commission. He also noted that the State of California had recently formed and funded a Metropolitan Transit Commission which will be charged with preparation of a regional transportation plan which will, in part, affect San Francisco; and he indicated that local agencies would be given an opportunity to participate in that study. Therefore, even if the Improvement Plan for Transportation is adopted by the City Planning Commission, other studies of local transportation problems would continue to be made.



December 1, 1971

President Newman expressed his appreciation to members of the audience for their attendance at the public hearing and announced that further consideration of the Improvement Plan for Transportation would be continued until Thursday, February 17, 1972, at which time the Commission would consider adoption of a revised version of the plan as the transportation element of the Master Plan.

The meeting was adjourned at 10:55 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary



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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, December 2, 1971.

The City Planning Commission met pursuant to notice on Thursday, December 2, 1971, at 1:30 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas G. Miller, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Dennis Ryan, Planner III - Urban Design; Daniel Sullivan, Planner III (Zoning); Beatrice Ryan, Planner III; Joan Lamphier, Planner II; John Phair, Planner II; Emily Hill, Planner II; Patricia Peterson, Planner II; Alan Lubliner, Planner II (Zoning); and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner; and television channel KQED was also represented.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, requested the Plan Implementation Committee (Commissioners Fleishhacker, Finn and Porter) to meet next Monday, December 6, at 3:30 P.M. to review the CIP program.

The Director advised the Composite Waterfront Report Committee (Commissioners Fleishhacker, Porter and Ritchie) that the meeting originally scheduled for next Tuesday morning has been cancelled. It had been hoped that the meeting could be re-scheduled later in December, but Commissioner Rudden of the Port Commission had requested that the meeting be postponed until January. The meeting is now scheduled for Tuesday, January 11, 1972, at 9:00 A.M.

The Director announced that the next Joint City Planning Commission/Port Commission meeting on the Composite Waterfront Plan, originally scheduled for December 16, has been re-scheduled on Thursday, January 27, 1972.

The Director reminded the Plan Implementation Committee (Commissioners Finn, Fleishhacker and Porter) of a meeting scheduled on Tuesday, December 14, 1971, at 3:30 P.M. regarding staff work to date on the Urban Design Plan height and bulk proposals.

The Director informed the Commission that he had received a letter from Mayor Alioto requesting the Department of City Planning to take an active role in conducting a study of certain management issues in the City which will be undertaken if Federal funds are obtained for the project. Funds in the amount of \$50,000 have been requested from the Federal Government for the study; and no matching local funds will be required. If the request for funds is approved, it is anticipated that money should be available during the first months of next year for initiation of the project. The project would focus on means through which the City could improve management by strengthening administrative procedures, by evaluation of organizational changes, such as the Mayor's recent call for a Transportation Commission, by better relating planning budgeting, and by recommending appropriate changes to the City's Capital Improvement Program, decision making and budget process. The Director explained why he was particularly interested in the proposed project; and he indicated that he would keep the Commission informed of progress on the study.

At 1:50 P.M., President Newman announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 2:00 P.M. for the scheduled zoning hearing. Commissioners Finn, Miller, and Ritchie joined the other members of the Commission at this point. President Newman was temporarily absent from the meeting room; and Commissioner Fleishhacker assumed the chair during his absence.

2:00 P.M. - Room 282, City Hall--Zoning Hearing

CU71.43 1130-1150 Sacramento Street, 132-138 Sproule Lane, and 1035-1045 Mason Street, northwest corner of Sacramento Street and Sproule Lane extending through the block from Sproule Lane to Mason Street between Malvina Place and Ewer Place.
Request for a 22-story home for the elderly containing 289 retirement residence units, a penthouse suite, meeting rooms, dining room, auditorium, an infirmary with 47 beds, a lobby and a parking garage and lot with a total of 100 off-street parking spaces; in R-4 and R-5 Districts.
(Postponed from Meeting of October 7, 1971)

The Secretary announced that a letter had been received from Robert E. Patmont, attorney for the applicant, requesting that the scheduled hearing be postponed until the latter part of January.

Mr. Patmont, who was present in the audience, stated that individuals who had previously spoken in opposition to the subject application had recently expressed interest in purchasing the property for a development of their own. Mr. Patmont felt that the offer had been made in good faith; and he indicated that his clients wished to have time to give serious consideration to the proposal. If agreement could not be reached on the sale of the property, his clients would wish to proceed

with their application for permission to build a retirement home on the site. He hoped that the matter could be rescheduled for consideration on January 13, 20 or 27; however, if those dates should prove inconvenient, February 3 would be acceptable.

Allan B. Jacobs, Director of Planning, remarked that the Commission's calendars for January are already quite crowded; therefore, he recommended that hearing of the subject application be rescheduled for February 3, 1972, at 3:00 P.M.

Commissioner Porter asked if the applicants would prefer a longer postponement. Mr. Patmont replied in the negative, indicating that the delay would cost his clients \$200 a day.

David Rosenberg, a resident of the Nob Hill Apartment Building, supported Mr. Patmont's request for postponement.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Miller and carried unanimously that hearing of the subject application be postponed until the meeting of February 3, 1972, at 3:00 P.M.

ZM71.15 Western portion of San Francisco Golf Club property,
vicinity of Brotherhood Way and Lake Merced
Boulevard.
R-1-D to an R-1 District.
(Postponed from Meeting of October 7, 1971).

Also

CU71.45 Western portion of San Francisco Golf Club
property, vicinity of Brotherhood Way and
Lake Merced Boulevard.
Request for a Planned Unit Development with
approximately 200 dwelling units in low-rise
buildings in an R-1 District.
(Postponed from Meeting of October 7, 1971).

Robert Passmore, Planner V (Zoning), stated that the subject application had been filed by Gerson Bakar and Associates, authorized agents of the San Francisco Golf Club. The applicants had requested that the property be reclassified from R-1-D to R-1 to permit the construction of a Planned Unit Development in two stages which would contain a total of approximately 200 dwelling units. Preliminary plans which had been filed with the Department of City Planning indicated that 112 town houses and 88 low-rise apartment units for middle- and low-income families would be constructed on the site. The units, which would have from 2 to 4 bedrooms, would be sold as condominiums. Development would be undertaken in two phases, one along the northwest boundary of the site and the other along the southern boundary. Approximately 248 off-street parking spaces would be provided. Roadways would be developed as an integral part of the proposed development and would be maintained privately. No streets would be dedicated to the City. Primary access to the site would be gained from Lake Merced Boulevard across land presently owned by the Water Department by dint of a revokable permit which the San Francisco Golf Club holds for its use. If the property were to retain its R-1-D zoning, a maximum of 127 detached dwelling units could be constructed. The R-1 zoning being requested would

allow one dwelling unit per minimum sized lot or one dwelling unit per 3,000 square feet of lot area where the lot area exceeds six-thousand square feet. Under these standards, approximately 200 units could be constructed on the site. The planned unit development application, if approved, would allow some variance from the density standards of the R-1 zoning district. Mr. Passmore stated that the buildings which had been proposed by the applicant would conform to the interim height limit of 40 feet which is now in effect; and he indicated that the price of dwelling units in the project would range from \$35,000 to \$50,00 each.

Gerson Bakar, the applicant, felt that Mr. Passmore had presented the case adequately. He stated that his architect and a representative of the San Francisco Golf Club were both present in the audience; and they would be willing to respond to any questions which might be raised by members of the Commission. He felt that the need for additional middle income housing in the City had been stated sufficiently in reports which had already been published by the Chamber of Commerce and by the Department of City Planning.

Commissioner Rueda asked Mr. Bakar to define the term "middle-income housing." Mr. Bakar replied that he considered middle-income housing to be that which would sell for prices ranging from \$35,000 to \$50,000 and which would be purchased by families with salaries from \$15,000 to \$20,000 per year.

Commissioner Porter inquired about the size of the individual dwelling units in the proposed project. Mr. Bakar replied that the two bedroom units would contain approximately 1400 square feet of floor area. The four bedroom units would contain approximately 1900 square feet of floor area. About 45% of the dwelling units being proposed would be in apartment buildings and the remainder of the dwelling units would be constructed as town houses, on a condominium basis.

No one else was present to speak in favor of or in opposition to the subject application.

Allan B. Jacobs, Director of Planning, remarked that the subject property offers a unique opportunity for development of housing in a manner which would be compatible with the existing natural environment and open space in the area; and he believed that the development scheme which had been proposed by the applicant would be compatible with the difficult topography of the site. While a planned unit development of the density proposed could be accommodated under the existing R-1-D zoning, the proposed clustering of dwellings and the proposed density would be more consistent with the type of development contemplated by the Planning Code for R-1 zoning districts. Therefore, he recommended that the application for reclassification of the property from R-1-D to R-1 be approved. He also recommended that the planned unit development application be approved subject to seven specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

Mr. Bakar stated that he had no objection to the conditions which had been proposed by the Director of Planning.

Commissioner Porter asked the applicant if he would be willing to meet the requirements stated in Condition No. 2 of the draft resolution which specified that a minimum of two off-street parking spaces should be provided for each dwelling unit in the project. Mr. Bakar replied in the affirmative.

Commissioner Rueda asked how the proposed project would affect traffic on Lake Merced Boulevard. John Field, architect for the applicant, stated that the Traffic Engineering Bureau of the Department of Public Works had recommended that traffic islands be installed at the entrance to the project to control turning operations from and onto Lake Merced Boulevard; and the applicant was in agreement with that recommendation.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that Resolution No. 6784 be adopted and that application ZM71.15 be approved.

Subsequently, it was moved by Commissioner Rueda, seconded by Commissioner Ritchie, and carried unanimously that Resolution No. 6785 be adopted and that application CU71.45 be approved subject to the conditions contained in the draft resolution which had been distributed by the Director of Planning.

Following the vote, the Director delivered the following statement:

"While the staff recommended approval of this planned unit development, it did so with some reservations because the development did not help achieve certain Master Plan objectives as much as would have been desirable. There are two main objectives of the Master Plan particularly relevant to large sites being contemplated for residential development. One involves actions to increase the supply of housing especially for families with children in appropriate locations in San Francisco; the other involves encouraging both public and private efforts to distribute low- and moderate-income housing on an equitable basis throughout San Francisco.

"Because of its large size and location, the golf club site would have offered an excellent opportunity to meet these two important Master Plan objectives. Few vacant sites in San Francisco are large enough to develop a significant number of low-rise family units without also having to provide space for additional community facilities. The golf club site is near shopping and is adjacent to abundant open space. School capacity is not a problem. Furthermore, a site such as the golf club location has another major advantage: it offers an opportunity to build moderate-income housing outside poor neighborhoods. The development of the golf club site with an appropriate integration of moderate-income housing with market-rate housing would have benefited the City.

"In some other counties, when Master Plan approval, zoning variances, or permits are required, developers are being asked to devote a specific proportion of their development to low- and moderate-income housing. In Fairfax County, Virginia, every development over 50 units is required to reserve at least 15 percent of the units for federally assisted low- and moderate-income housing. The State of Massachusetts recently passed a similar law.

"Closer to home, in Marin County, the Planning Commission now requests developers of larger residential developments to reserve 10 to 20 percent of the units for moderate-income federally assisted housing or the equivalent. Meeting this request is one of the conditions for Master Plan approval, but it is not required by ordinance. Nonetheless, Marin has been able to secure developer agreement in the first two cases that have come before the Commission since its initiation. And on the State level, the California legislature is considering AB-1776 which would enable California municipalities to enact an ordinance requiring that a certain proportion of every multi-family development be devoted to low- and moderate-income housing.

"Throughout the country, efforts are being made to distribute low- and moderate-income housing by area or community as well as by development. In the Miami Valley region around Dayton, Ohio, a quota has been assigned to subareas within the region. This is a five-year quota for low- and moderate-income housing construction. A non-profit housing development corporation builds housing to meet this quota. The quota is designed to avoid concentration of low-income housing, and, because of the protection it provides communities, this method of distribution has been favorably accepted.

"Although all of these efforts differ in particulars, they have one basic objective in common: to meet the need for decent housing at affordable prices without concentrating low- and moderate-income housing in poor neighborhoods. The Federal government has taken some actions to support this objective. It is moving on certain fronts to encourage distribution of low- and moderate-income housing on a more equitable basis. For example, it recently revised its criteria for approving projects to make sure federally assisted housing developments were not intensifying racial segregation. In addition, more and more federal grant and loan programs are being conditioned upon the existence of a program to provide low- and moderate-income housing. Water and sewer grants were the latest to be put under these conditions.

"These actions are expected to have far-reaching implications across the nation. Fortunately, our Master Plan anticipates the need to distribute low- and moderate-income housing on a more equitable basis.

And by pursuing the objectives of the Master Plan and more specifically the distribution ratio, the staff thinks San Francisco may be protected from more drastic measures that could be required under court order. But, to carry out our Master Plan fully, developments such as the golf club proposal should be providing at least a mix of moderate-income and market-rate units.

"Your staff called HUD to see if assistance could be offered to developers in order that a portion of the units proposed in new housing complexes could be constructed under FHA Section 235 or 236 Moderate-Income Housing programs. Unfortunately the funds available could not be applied to the planned unit development before you today, but funds probably will be available in the future to provide financing under these programs for a percentage of large new housing complexes. It is expected that approximately 15% of such projects could receive federal aid to provide moderate-income housing. HUD has given us some verbal indications that they would like to do this. However, highest priority for funds in San Francisco will probably remain, as at present, the model city area. Additionally, the costs of development must be reasonable, and it is probable that the high cost of grading and provision of utilities in the planned unit development reviewed today would preclude it from being approved under present federal programs.

"Your staff pointed out these problems to HUD, explaining the excellent opportunity missed because of inadequate funding and costs.

"I have explained this today so that we can be prepared to seize opportunities as they arise in the future for the inclusion of moderate-income housing. Even with the use of such programs it will be difficult to realize the housing objectives stressed in the Master Plan. We must stress to all developers the importance to the City of obtaining such housing and the means available for reasonable construction of such housing by developers. I hope that as such opportunities arise we will have quality development like the planned unit development reviewed today with which to work."

Commissioner Rueda requested that a draft resolution be prepared for consideration by the Commission at a later date which would address itself to the issues outlined in the Director's statement.

At this point in the proceedings, Commissioner Finn absented himself temporarily from the meeting room.

ZM71.20 Borden Dairy, 1325 Potrero Avenue, 1401-1477
Potrero Avenue, 1458-1464 San Bruno Avenue;
Potrero Avenue, east line, 98 feet south of
25th Street, a through parcel to San Bruno
Avenue. M-1 to an R-3 District.

CU71.48 Borden Dairy, 1325 Potrero Avenue, 1401-1477 Potrero Avenue, 1458-1464 San Bruno Avenue; Potrero Avenue, east line, 98 feet south of 25th Street, a through parcel to San Bruno Avenue.
Request for a Planned Unit Development consisting of 320 dwelling units for low- to moderate-income families and elderly persons in low-rise buildings and including a community building; in an R-3 District.

Robert Passmore, Planner V - Zoning, referred to land use and zoning maps to describe the subject property which is presently occupied by a vacant dairy processing plant, a fireplace manufacturer, and a vacant lot formerly used for storage of wrecked and disabled automobiles. He stated that the Edenvale Construction Company had requested that the property be reclassified from M-1 to R-3 and that a conditional use application be approved to permit the construction of a residential complex with 320 dwelling units as a planned development. The plans which had been submitted to the staff of the Department of City Planning had indicated that the proposed development would consist of 10 four-floor buildings containing approximately 160 studios and 1 bedroom units for occupancy by single and elderly persons and 70 - 2 bedroom, 50 - 3 bedroom and 40 - 4 bedroom units for family occupancy. The resulting density would be approximately 1 dwelling unit for each 760 square feet of site area. The proposed buildings would be grouped around five open courts; and the total amount of open area on the site would be approximately 113,740 square feet. One hundred-sixty-seven on site parking spaces had been proposed of which 111 would be in open lots and 56 would be covered. Ten additional spaces were being contemplated on the Utah Street right-of-way immediately north of the site. Access to the parking would be from Potrero Avenue, Utah Street and San Bruno Avenue. A community building containing approximately 3,325 square feet of floor area was proposed for the northeast corner of the site adjacent to the Buena Vista Elementary School. Although revised plans had been submitted for consideration by the staff of the Department of City Planning, they were still quite preliminary in nature; however, it appeared that the proposed project would conform with the interim height and bulk controls now in effect. However, since the project would not provide the full complement of parking spaces required by the City Planning Code, the applicants would have to seek a parking variance from the Zoning Administrator. Furthermore, the developer intended to construct the project under Section 236 of the National Housing Act for low- and moderate-income persons; and, before going to the Federal Government with that application, the proposal would have to be approved by the Mission Model Neighborhood Agency.

Donald S. Cavanagh, the applicant, stated that the three parcels of land had been assembled into one package for the proposed project; and, if the project were to be constructed, it would help considerably to fulfill San Francisco's need for low- and moderate-income housing. He noted that the subject property is located on the fringes of the area over which the Mission Model Neighborhood Agency has control; and he believed that the effect which the proposed project would have on adjacent neighborhood would be minimal. He stated that his staff had attempted to

design a project within the guidelines which had been established by the staff of the Department of City Planning; and he indicated that he would be ready to submit an application to the FHA as soon as the requested reclassification of the property from M-1 to R-3 is approved by the City Planning Commission.

Commissioner Ritchie, noting that the subject site is bounded on two sides by freeway structures, asked if the proposed buildings had been designed to combat the high noise level in the area. Mr. Cavanagh replied that decibel meter tests had been made on the site; and he indicated that an attempt had been made to move the residential buildings as far northward on the property as possible. He then called on Mr. Jennings, architect for the project, to elaborate further on the issue of automobile noise.

Mr. Jennings stated that he had made a detailed analysis of sound on the site and had found that the decibel rating of the property is no higher than that of certain properties located in the Twin Peaks Area. He stated that the proposed buildings could be constructed of wood; and he assured the Commission that standard wood construction would reduce the outside noise level to a level which would be lower than the noise which would be generated within the dwelling units. He indicated that tests on the site had indicated a maximum decibel rating of 71 and a minimum decibel level of 55; and he informed the Commission that desirable inside decibel levels range from 22 to 30. He was confident that standard wood and plaster construction would absorb enough of the outside noise to reduce it to the desirable inside levels.

Commissioner Ritchie asked if any of the buildings would have windows opening onto the freeway. Mr. Jennings replied that four of the buildings would face on freeways; however, he indicated that the decibel ratings are higher on Potrero Avenue than on the freeways because automobiles traveling on Potrero Avenue are accelerating to obtain freeway speed.

Commissioner Ritchie asked about the amount and location of landscaping proposed for the site. Mr. Jennings replied that there would be room for some planting around the perimeter of the site. He emphasized that landscaping does not necessarily act as a good sound buffer.

Commissioner Ritchie remarked that the plans which had been submitted to the City Planning Commission were only preliminary and schematic in nature; and he felt that it would be necessary for him to review more detailed plans before taking a position on the proposal.

Commissioner Rueda stated that it might be possible for a car to fall off of the freeway onto the subject property; and he asked if the plans for the project would provide special protection against such an occurrence. Mr. Jennings doubted that it would be possible for automobiles to fall off of the freeway onto the subject site; however, he acknowledged the possibility that such an accident might occur on the freeway off ramp. He stated that the entire site would be fenced; and, in order to reduce the chance of personal injury in the event of such an accident, the southern portion of the site would be used for automobile parking rather than as a recreational area.

Commissioner Rueda asked if the proposed project would provide play-ground areas for the children. Mr. Jennings replied in the affirmative.

Mr. Cavanagh assured the Commission that more detailed plans for the project would be prepared following approval of the requested reclassification of the property.

Tom Plant, President of the Plant Brothers Association, stated that his firm owns property immediately adjacent to the subject site. He indicated that he had no objection to the proposed use of the subject property; however, because he did not wish to have any restrictions placed on the use of his property in the future, he wanted to make sure that the applicants had no objection to his firm's general contracting business.

Mrs. O'Sullivan, a resident of the Mission District, felt that the subject property would be extremely noisy for a housing development; however, she was pleased by the applicants' proposal to provide dwelling units for senior citizens.

The Secretary called attention to a letter which had been received from Monroe A. Bloom, owner of one of the parcels of property which had been included in the subject application. Mr. Bloom indicated that he had no objection to the applicants' proposal; however, if his property should for some reason be deleted from the project, he hoped that it would revert to its present M-1 zoning. The Secretary also called attention to two letters which had been received from Donald Ramacciotti, President of the East Mission Improvement Association Inc. One of the letters expressed support for the proposed reclassification of the subject property from M-1 to R-3; the second expressed objection to the planned unit development proposal on the basis that the neighborhood has a sufficient number of planned unit developments.

At this point in the proceedings, Commissioner Finn returned to the meeting room and reassumed his seat at the Commission table.

Allan B. Jacobs, Director of Planning, felt that reclassification of the subject property from M-1 to R-3 would be an appropriate expansion of the existing R-3 District to the north and would encourage development of badly needed housing units in the subject neighborhood. Furthermore, construction of new housing on the site would not result in displacement of any existing residents. Therefore, he recommended that the requested reclassification of the property from M-1 to R-3 be approved. However, since the staff of the Department of City Planning had not had sufficient time to review the revised plans which had just been submitted by the applicant, he recommended that the conditional use application be taken under advisement until the meeting of January 6, 1972.

Commissioner Fleishhacker asked if the Commission, in approving the reclassification application, could stipulate that the property owned by Mr. Bloom should revert to M-1 zoning if it were not to be included in the proposed project.

The Director replied in the negative but indicated that Mr. Bloom would be permitted to file an application requesting reclassification of his property from R-3 to M-1 at any time. In addition, he could appear before the Board of Supervisors to object to the reclassification now being proposed if his property should be deleted from the project prior to that hearing.

Commissioner Porter, noting that the density of the proposed Planned Unit Development would be equal to that permitted in an R-3.5 zoning district, suggested that it might be desirable for the Commission to reclassify the property to R-3.5 rather than R-3 so that the zoning of the site would truly reflect the density of the project. The Director replied that the Planned Unit Development application involved more than a density variance; and, if the project were to be constructed without Planned Unit Development authorization, the property would have to be rezoned to R-4. He felt that reclassification of the property to R-3 and approval of the Planned Unit Development request would be the preferable approach.

Commissioner Ritchie moved that both applications be taken under advisement until the meeting of January 6, 1972, and that consideration be given to Commissioner Porter's suggestion during the interim. In addition, given the fact that the subject property is located in an industrial district and is bounded on two sides by freeways, he felt that detailed plans should be prepared for review by the Commission so that a determination could be made as to whether sufficient sound-proofing would be provided so that residents would be able to sleep at night and whether sufficient landscaping would be installed to make the site attractive. In the absence of such features, he felt that the housing project would be a "nightmare".

Commissioner Ritchie's motion failed for want of a second.

Commissioner Rueda remarked that the applicants would not be able to apply to the Federal Government for financing until the reclassification application has been approved. Commissioner Ritchie replied that he did not feel that it would be wise to approve the request for reclassification of the property until plans have been submitted for a residential project which would be suitable for the site.

Commissioner Fleishhacker asked Commissioner Ritchie if he felt that the subject property would continue to be used for industrial purposes if the proposed project should fail to go forward. Commissioner Ritchie replied that he was of the opinion that the best use of the property would be for light industrial purposes; however, he doubted that the property would actually be used in such a manner in the future.

Charles Davidson, President of Edenvale Construction Company, urged that the application for reclassification of the property to R-3 be approved immediately by the Commission so that he would be in a position to proceed with an application to HUD for financing. Without a favorable expression of intent on the rezoning from the local planning commission, an application for financing would not be accepted by the Federal Government. He emphasized that the reclassification would

not be finalized until such time as the Board of Supervisors has acted on the proposal; and, in any case, both HUD and the Department of City Planning would be in a position to exercise considerable control over the proposed project.

Commissioner Porter asked the Director of Planning if it was his opinion that residential use would be more suitable for the subject property than any other type of use. The Director replied in the affirmative.

Commissioner Porter then inquired about the controls which the City Planning Commission would be able to exercise over development of the site if the reclassification application were to be approved. The Director replied that the Commission could exercise control over the proposed development through conditions which could be included in the resolution approving the planned unit development. The only control which the Commission could exercise over other projects proposed in conformity with R-3 zoning on the site would be through the discretionary review process.

Commissioner Rueda felt that such controls would be adequate; and, therefore, he moved that application ZM71.20 be approved. The motion was seconded by Commissioner Finn. When the question was called, the Commission voted 5 - 1 to adopt Resolution No. 6786 and to approve application ZM71.20. Commissioners Finn, Fleishhacker, Miller, Porter, and Rueda voted "Aye"; Commissioner Ritchie voted "No".

Subsequently, it was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that application CU71.48 be taken under advisement until the meeting of January 6, 1972.

ZM71.23 2601-2611, 2615-2617, 2619-2621, and 2645-2647 -
24th Street, south line, between Potrero Avenue
and Utah Streets. C-2 to an R-4-C District.

Thomas Casey, attorney for the Rippe family, owners of one of the parcels of property included in the subject application, requested that the hearing be postponed to enable him to prepare his opposition to the proposal.

It was moved by Commissioner Ritchie and seconded by Commissioner Finn that hearing of the subject application be postponed until the meeting of January 6, 1972. When the question was called, the Commission voted unanimously to postpone the hearing of the subject application until the meeting of January 6, 1972. However, the Commission indicated that it would be willing to hear from individuals present in the audience who wished to speak.

Mr. Swachenko asked who had filed the subject application and how the proposal would affect the building which presently exists on his property.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that the application requesting reclassification of the subject properties from C-2 to R-4-C had been filed by the Mission Coalition Organization. He stated that the proposed R-4-C zoning application would permit

residential units above the ground floor, and would permit in or below the ground floor C-2 commercial uses except no commercial uses of the drive-in-type, serving customers waiting in parked motor vehicles would be permitted. The residential density allowed under R-4-C zoning would be equal to that which is permitted under the present C-2 zoning of the properties. He stated that the Commission had previously acted on September 4, 1969 to disapprove application ZM69.19 for re-classification of the southerly portion of lot 20 from R-4 to C-2. That decision had been upheld by the Board of Supervisors on October 27, 1969.

Carlos Carrillo, President of the Mission Coalition Organization, stated that his organization had been advised that the owners of the subject properties had intended to sell them to an oil company for construction of a service station. His group felt that the residential character of Potrero Avenue should be maintained; and they were opposed to any new developments which would replace existing apartment buildings with commercial uses. He hoped that the subject application would be approved so that a service station would not be permitted on the site.

Luisa Eschero, representing the Planning Committee of the Mission Coalition Organization, also urged that the subject application be approved in order to protect residential character of the neighborhood.

R71.46 Lease of property: Geary - Presidio Car Barn and
Bus Yard, Block 1072, Lot 1.

ZM71.24 Presidio Yard: The block bounded by Presidio
Avenue, Euclid Avenue, Masonic Avenue, and
Geary Boulevard.
P to a C-2 District.

Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property which occupies all of Block 1072 which is bounded by Geary Boulevard, Masonic Avenue, Euclid Avenue, and Presidio Avenue. The site has an area of 235,950 square feet, about equal to 2 ordinary City blocks in size. The Geary Boulevard portion of the property is improved with an old car barn and is now used for Municipal Railway offices, a bus maintenance shop, and voting machine storage. The northerly portion of the property is used for open storage of trolley and motorbuses. Mr. Passmore indicated that the Public Utilities Commission, which has jurisdiction over the property, had declared the car barn portion fronting on Geary Boulevard and the air rights over the rest of the yard to be surplus. The Municipal Railway must continue operations in the storage yard and maintenance shops; therefore, the Public Utilities Commission had proposed multiple use of the site with bus facilities on the bottom level and private facilities on platforms to be constructed by a private developer. In the case of the Geary Boulevard frontage, private facilities would be allowed at ground level. The Geary Boulevard frontage parcel has a width of 275.75 feet and a depth of approximately 227 feet. After declaring the property surplus, the Public Utilities Commission has requested the Director of Property to arrange for the lease of the surplus property for a period not to exceed 50 years.

Application ZM71.24, requesting reclassification of the property from P to C-2, had been filed by Wallace Wortman, Director of Property on behalf of the Public Utilities Commission. If the property were to be reclassified to C-2, the basic floor area ratio of 4.8 to 1 plus corner-and through-lot premiums applicable to the subject site would permit more than a million square feet of floor space. Thus, the potential would exist for development of the site as a regional shopping center. C-2 zoning would also permit residential development at R-4 density either in combination with commercial uses or alone. A maximum of 1,178 dwelling units would be permitted under the proposed C-2 zoning.

Wallace Wortman, Director of Property, emphasized that the Public Utilities Commission had indicated that operations in the storage yard and in the maintenance shops must continue at ground level on the subject site. However, the remaining improvements which front on Geary Boulevard were considered to be surplus providing that suitable relocation facilities can be provided for the administrative offices of the Municipal Railway and for storage of the City's voting machines. He stated that the Mayor and other City officials had long been anxious to derive the higher possible revenue from the subject property; and an agreement had been reached that the best way to proceed would be to allow development of the air rights above the property. Mr. Wortman advised the Commission that both he and the Public Utilities Commission believed that the best use of the property would be for commercial development within the height and bulk controls of the City Planning Code; and, through discussion with four major regional shopping center developers and 15 brokers, it had become apparent that buyers would be interested in the property for commercial development. At the same time, he was convinced that development of air rights over the property would not be financially feasible unless the property were zoned for commercial use because construction of a deck above the property at a height of 15 or 20 feet would cost between 18 and 20 dollars a square foot. Given such a site cost, construction of housing on the platform would not be feasible. Furthermore, very little enthusiasm had been expressed about acquisition of the site for residential construction.

Commissioner Porter, noting that definite plans had been submitted when the development of the subject site was previously being considered, asked if any specific plans for development were under consideration at the present time. Mr. Wortman replied that some schematic plans had been prepared; however, preparation of more detailed plans would not be undertaken until reclassification of the property for commercial use has been approved by the City Planning Commission. He emphasized that the City did not intend to sell the property if it were to be reclassified to C-2; rather, the City would lease the site for a maximum period of 50 years. The lease itself would have to be reviewed by the City Planning Commission; and, in addition, the City Planning Commission could exercise its discretionary review authority over any specific proposal for development of the property.

Commissioner Finn remarked that the northern portion of the property had not been subject to height limitations when previous plans for development of the site were under consideration in 1958; and, because of neighborhood opposition to a high-rise building which had been included in those plans, the Mayor, the Public Utilities Commission, and the City Planning Commission had objected to the

proposal. At the present time, however, the portion of the site north of Post Street is subject to a 40 foot height limit. He stated that the Public Utilities Commission wished to lease air rights over the site to obtain additional revenue for the City; however, he agreed with Mr. Wortman that air rights development over the site would not be feasible unless the property were zoned for commercial use. As a case in point, he noted that the Housing Authority had spent several years trying to develop housing on a platform over a City-owned parking lot at 22nd and Bartlett Streets; however, to date, no approach had been found which would make that project financially feasible.

Mr. Wortman confirmed that construction of senior citizen housing over the parking lot had not proven to be financially feasible.

At this point in the proceedings, President Newman arrived in the meeting room and reassumed the chair.

Commissioner Rueda asked if the City intended to lease air rights over the property outright or if it intended to develop the property and lease completed buildings. Mr. Wortman replied that the City would lease undeveloped air rights for a period of 50 years; and he indicated that the lease would specify that any structures occupying the premises would revert to the City at the end of that time.

Arthur Connolly, attorney for the Laurel Heights Association, stated that the members of his organization were strongly opposed to the proposed reclassification of the subject property; and they felt that additional information concerning any project which might be proposed for the site should be made available before action is taken by the Commission. He stated that Laurel Heights is a highly developed residential neighborhood; and, because many of the lots in the area enjoy a spectacular view of downtown San Francisco over the subject property, many of the houses were built on a "reverse plan". The views presently enjoyed affect both the value and the assessments of the properties. In the case report which had been prepared by the staff of the Department of City Planning, the applicant had been quoted as follows: "It is deemed necessary that the 'P' zoning be reclassified in order to permit development of the surface portion for other than public purposes and in a manner that would be most beneficial to the needs of the surrounding neighborhood." Mr. Connolly stated that he did not entirely understand the quoted statement; however, he was convinced that the proposed reclassification would not benefit the adjacent residential neighborhood in any way. He stated that the Laurel Heights Neighborhood is already inundated by fumes and noise from automobiles traveling on the heavily traveled thoroughfares in the area; and commercial development of the subject property would substantially increase the amount of traffic in the area. Construction of 1,178 dwelling units, as would be permitted by C-2 zoning, would be equally unacceptable. Under the circumstances, he felt that no change of zone should be approved for the site until specific plans have been submitted and analyzed in detail, including a survey of the impact of the proposed development on traffic in the area. If the zoning of the property should be changed before such information is made available, both the City Planning Commission and residents of the adjacent neighborhood would lose control over the development. Since the application presently under consideration seemed to have been filed prematurely, he urged that the application either be denied or that it be taken under advisement until sufficient

information can be made available to determine whether any project proposed for the site would be detrimental to the surrounding neighborhood. In conclusion, he noted that the 40 foot height limit on the northern portion of the site would be measured from Masonic Avenue; and, since the City Planning Code allows height limits on double-frontage lots to be measured from the street of the owner's choice, he felt that the height limit for the subject property should be measured from Presidio Avenue so that any buildings constructed on the site would be less likely to interfere with views from Laurel Heights.

Commissioner Porter remarked that the comments which had been made by Mr. Connolly made it sound as if residents of Laurel Heights would be as much opposed to residential use of the subject property as to commercial use of the property; and she wondered if they would oppose any development on the site whatsoever. Mr. Connolly stated that he did not know what the reaction of the residents of Laurel Heights would be if they were to be given a choice between a shopping center and housing; however, he felt that construction of 1,178 units of housing on the site would create serious problems for the neighborhood.

Commissioner Ritchie questioned whether a development on the site rising to the height of 40 feet above Masonic Avenue would substantially block views from the buildings above. Mr. Connolly confirmed that the top windows in duplex buildings might not be affected; but he believed that the lower windows of single family houses and duplexes would lose their views. The Director stated that construction to a height of 40 feet above Masonic Avenue would block some views from Laurel Heights.

Mrs. Maurice Goldberg, President of the Laurel Heights Improvement Association, stated that the members of her association were primarily concerned about the effect which any development of the subject property might have on traffic problems in the area. She also remarked that the neighborhood seriously needs open space and parks; and, since the nearest playground is located eight or nine blocks away, there would be no place in the neighborhood for children to play if housing were to be constructed on the subject property.

Guson Bisking, 77 Lupine Terrace, stated that the subject neighborhood already suffers from serious pollution problems caused by automobile exhaust; and he felt that the situation would become unbearable if the subject property were to be developed to the density proposed. He also objected to construction of a 40-foot-high wall of buildings along Masonic Avenue and remarked that even a wall of 30-foot-high buildings along that street would probably block the view from his single family dwelling. He felt that use of the subject property as a park would be in the best interests of the neighborhood; and he felt that it should be feasible to reconstruct the bus storage lot beneath the park. In any case, he did not feel that the neighborhood needed any additional commercial development.

Richard Kline, President of the Planning Association for the Richmond District, stated that his organization considered Geary Boulevard between Presidio Avenue and Arguello Boulevard to be a somewhat depressed area. Commercially zoned properties in that area are not developed to their highest and best use; and even

the residential structures are not in the best possible condition. Yet, that area of Geary Boulevard is important because it serves as a gateway to the Richmond District. Under the circumstances, he did not believe that development of the subject site as a shopping center would benefit the surrounding community; and, for that reason, his organization opposed reclassification of the property to C-2. He stated that his organization did not necessarily oppose any development of the subject site; and, in fact, the site might be a good location for middle-income family housing in combination with some supporting commercial development.

A representative of the Clement Street Merchants Association stated that the members of his organization had unanimously adopted a resolution favoring R-4 or R-5 development on the subject site. They felt that a major commercial development on the site would be superfluous and undesirable. When asked by Commissioner Porter if the members of his association would accept high-rise development on the site, he replied that they would not oppose high-rise residential development of the property.

Mr. Kline stated that the Planning Association for the Richmond felt that the property should be subject to a specific height limit; however, he was not prepared to make a recommendation as to what that height limit should be at the present time.

Emory Curtis, representing PACT, noted that the Fillmore commercial development is being constructed only five blocks away from the subject site; and he pointed out that the Fillmore commercial development has social and economic significance for the City because of the involvement of black people in that major development project. Because of the proximity of the two locations, the backers of the Fillmore commercial development were opposed to major commercial development of the subject site. He also remarked that the City has destroyed considerably more housing than it has been able to rebuild; and, in giving consideration to the best possible use of its surplus properties, he felt that the City should give serious consideration to housing. While he felt that one story commercial development along the Geary Boulevard frontage of the site might be appropriate, he believed that the remainder of the site should be used for residential purposes.

Edith Witt, Housing Representative for the Human Rights Commission, questioned whether the "highest and best use", of the property should be determined by reference to an economic definition or a social definition of the term. In an attempt to resolve that question, she noted that Objective Two, Policy Two of the Improvement Plan for Residence makes the following statement: "In the disposition of surplus and underused public land, give priority to uses that best meet public needs". Furthermore, another section of the Improvement Plan for Residence had proposed that nonresidential land suitable for housing should be converted for residential use. She also noted that a former Mayor had requested the City Planning Commission to promote opportunities for low- and moderate- income housing in the City; and she felt that the highest and best use of the subject property would be achieved if the subject property were to be developed with moderate-income housing.

Commissioner Porter remarked that it would probably be difficult to find a developer who would be willing to construct moderate-income housing on the site.

Miss Witt replied that it would probably not be difficult to find an interested developer if the City were willing to negotiate the price of the property in the interest of promoting construction of moderate-income housing.

Commissioner Finn, noting that one of the previous applicants had defined "moderate income housing" as housing which would sell for prices ranging from \$37,000 to \$50,000 for families earning \$15,000 to \$20,000 per year, asked Miss Witt, if that was the type of housing to which she was referring. Miss Witt replied in the negative, indicating that the generally accepted definition of "moderate-income housing" is housing that can be afforded by families with incomes ranging from \$5,000 to \$12,000 depending on their size.

Mrs. Martin Aizenberg stated that her husband operates a pharmacy at Presidio Avenue and California Streets; and she indicated that his business suffers because of the immense amount of traffic in the area. She indicated that she was opposed to commercial development of the subject site; and she felt that the Laurel Hill Shopping Center should be considered adequate to serve the needs of the entire neighborhood. She also expressed her opposition to high rise construction on the subject site.

Adrian Garabedian spoke in opposition to commercial development of the subject property and expressed the opinion that the property, as well as all other surplus City properties, should be evaluated as possible sites for construction of low- and moderate-income housing. She noted that such a procedure had been stated as a policy objective in the Improvement Plan for Residence; and she felt that the objective should be implemented in the present case. Furthermore, the points which had been made by the Director of Planning in his statement following the Commission's action on the San Francisco Golf Course Property earlier in the meeting were also pertinent to the question presently under consideration; and, in that light, she requested that the Commission investigate the feasibility of using at least 1/3 of the site for low-income housing.

A resident of property located at 77 Lupine Avenue objected to use of the entire subject site for commercial purposes. If the site were to be developed, she felt that the bus storage area should be located beneath ground, leaving the surface of the property free for construction of housing along Presidio Avenue and a park on the remainder of the property. A forty-foot high wall of buildings along Masonic Avenue would not be acceptable.

Allan B. Jacobs, Director of Planning, read the following prepared statement:

"The Master Plan has bearing on the subject parcel in two basic areas: land use and design. The proposal, like all Master Plan referrals, must meet Master Plan conditions in both these areas before being found in conformity with the Master Plan.

"The site has many advantages for both public and private development. It is large and has good view potential. It is adjacent to a

Sears store on a major thoroughfare. There are stable residential and commercial areas to the north, south and west; the redeveloping Western Addition lies to the east. There are major educational and medical institutions nearby. Therefore, there are numerous possibilities for potential land uses.

"According to the Master Plan, 'public property in a built-up city like San Francisco is an important public resource. When public land is underused or becomes surplus to one public use, it should be re-examined to determine what other uses would best serve public needs.' The Master Plan has an explicit policy which states: 'In the disposition of surplus and underused public land, give priority to uses that best meet public needs.' The Master Plan sets forth specific priorities to be applied in determining the future use of surplus public land. 'First: Primary consideration should go to direct public uses that would meet either immediate or long-term public needs. Such uses include community facilities, open space and public utilities and transit. Second: If some public use is not appropriate, the property should be evaluated for its usefulness in meeting other public objectives, including adding to the stock of low- and moderate-income housing.'

"Direct Public Use

"Since the storage yards and maintenance shops will be retained, direct public use of the site is being continued. Multiple use of the site meets Master Plan concerns relative to transportation. Other direct public uses of the site appear unnecessary because of the proximity of community facilities, schools and parks.

"Other Uses Achieving Public Objectives

"There are two main objectives of the Master Plan particularly relevant to the surplus property. One involves actions to increase the supply of housing especially for families with children in appropriate locations in San Francisco; the other involves encouraging both public and private efforts to increase the supply of moderate-income housing for elderly households and for families.

"Because of its large size and location, the Block 1072 surplus property offers an excellent opportunity to meet these two important Master Plan objectives. Few sites in San Francisco are large enough to develop a significant number of medium density family units and higher density units for the elderly without also having to provide space for additional community facilities and services.

"The Master Plan objectives for medium density, moderately priced housing, and the suitability of the Geary frontage for commercial use, suggest a multiple-use development consisting of ground floor retail

commercial uses on the portion of the property along Geary where the old car barn would be razed, with office uses and residential units in a tower above, combined with a low-rise townhouse or apartment development on a platform above the bus shops and storage yard north of the south line of Post Street.

"Retail uses on the Geary frontage are desirable; however, the total amount of retail space on this site should be limited to the ground floor of the Geary parcel. Such a limitation on retail floor area on this site is essential so that City property is not being used to directly compete with either the downtown retail district or neighborhood shopping in the surrounding area such as the Laurel Village shopping center, Clement Street, Divisadero Street, and existing shops on Fillmore Street as well as the contemplated Fillmore Center in the Western Addition A-2 Redevelopment area. The subject site is sufficiently large that if developed fully for retail purposes it would have the characteristics of a regional shopping center.

"The residential density developed on the site should be consistent with that permitted on private properties to the west, a density of one dwelling unit for each 800 square feet of lot area. Under that density approximately 280 dwelling units could be placed on the subject site, consisting of approximately 80 dwelling units on the Geary frontage designed primarily for occupancy by one or two person households, and approximately 200 dwelling units on the proposed platform area designed primarily for occupancy by families with children. Fifteen to 20 per cent of such family units should be moderate-income Federally assisted housing or the equivalent.

"It is realized that economically the construction of such housing may be difficult, and its feasibility lies primarily with the more profitable development proposed on the Geary frontage. If it is not immediately feasible to develop the air rights portion of the site north of the south line of Post Street for this type of housing, no other use should be permitted and the lease of the subject site should be deferred until the proposed housing development is economically feasible.

"If portions of the surplus property in Block 1072 are to be leased separately, the leases should be based on one overall plan in order to insure harmonious, coordinated development.

"ZONING

"In accord with these planning considerations, rezoning of the site should be from the Public Use District to C-2 for the Geary frontage portion and to R-3 for the northerly portion beginning at Post Street. Parking spaces as required by the City Planning Code should be provided in both portions of the site.

"DESIGN CONTROLS

"Design controls should be included in any lease in as specific terms as possible. Design terms of reference as described in the Department of City Planning memorandum dated April 6, 1971 entitled 'Presidio Car Barn and Related Property -- Guidelines for Development' have already been discussed with some prospective developers. To insure Master Plan conformity and adherence to design terms of reference, the City Planning Commission should review any final preliminary plans for development of the surplus property or any portion of it. Design terms of reference are listed below, and are further illustrated on the accompanying drawing entitled 'Height, Bulk and Setback Requirements.'

- "1. Maximum height on the platform section of the development, north of the south line of Post Street, should be 40 feet from the curb level of Masonic Avenue.
- "2. The height and bulk of the buildings on the Geary Boulevard frontage should be as specified in the Urban Design Plan and the accompanying Interim Height and Bulk Controls: for the portion of any building exceeding 80 feet in height, the maximum plan dimension is 110 feet and the maximum diagonal dimension, 125 feet. The maximum height is 240 feet with review by the City Planning Commission, or 160 feet without review.
- "3. Setbacks over the platform portion should be generous enough to allow for planting and to avoid a dominating wall effect along Masonic and Presidio Avenues, as more specifically shown on accompanying drawing.
- "4. The air rights development should be stepped down towards the north to avoid an abrupt wall effect along Euclid Avenue, as more specifically shown on accompanying drawing.
- "5. Access to the air rights development -- the area recommended to be in medium density residential use -- should be from Masonic Avenue near Euclid Avenue and below the crest of the hill on Masonic Avenue, with Municipal Railway access from Presidio Avenue as at present. The difference in elevation between Masonic and Presidio Avenues is such that Masonic Avenue access would be convenient.

"Access to the commercial portion along Geary Boulevard should be from Masonic and Presidio Avenues because of traffic conditions on Geary Boulevard which will be underpassed at this point. The present parking bay in front of the car barn on Geary Boulevard is street area and not a part of the site to be leased. It may eventually be used in conjunction with a station on a rapid transit line to the Richmond district.

- "6. Street trees should be used extensively on all surrounding sidewalks, and the platform for the air rights development should be appropriately landscaped.
- "7. Any highrise building should be generally light in color.
- "8. The buildings should reflect the scale, proportions, texture, materials and otherwise be compatible with existing development in the surrounding area.
- "9. The Presidio Avenue facade of the Municipal Railway facilities should be broken up by structural elements, screens, walls and planting provided by the developer of the air rights portion of the property north of the south line of Post Street.

"RECOMMENDATION

"It is recommended that the Director be authorized to report that the proposed 50 year lease of surplus property in Block 1072, Lot 1 as described in the Public Utilities Commission's Resolution No. 71-0357 is in conformity with the Master Plan provided:

"That the administrative offices of the Municipal Railway are satisfactorily relocated;

"That the surplus property is rezoned and used for C-2 uses on the Geary Boulevard portion of the site south of the south line of Post Street, and rezoned to R-3 and used for medium density, low rise dwellings primarily for family occupancy on the portion of the site north of the south line of Post Street, with 15 to 20 per cent of all family units to be moderate income, Federally assisted housing or the equivalent;

"That the lease include the requirements enumerated in (1) through (9) above as to height, bulk, setbacks, access, landscaping, color, character, and the treatment of the Presidio Avenue frontage; and

"That the City Planning Commission review all final preliminary plans under its discretionary review powers to assure that these use recommendations and urban design criteria are met."

Subsequently, the Director recommended that the application for reclassification of the subject property from P to C-2 be disapproved at the present time.

Mr. Wortman noted that none of the previous speakers had mentioned that construction of a four block-long underpass for Geary Boulevard in the vicinity of Masonic Avenue will be initiated next year; and he believed that the underpass,

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research.

2. The second part of the report is a detailed description of the methodology used in the study. It includes information about the sample, the data collection methods, and the statistical analysis.

3. The third part of the report is a presentation of the results of the study. It includes a discussion of the findings and their implications for the field of study.

4. The fourth part of the report is a conclusion and a list of references. The conclusion summarizes the main findings of the study and provides a final statement on the research. The references list the sources of information used in the study.

5. The fifth part of the report is a list of appendices.

6. The sixth part of the report is a list of figures and tables. These are included to provide a visual representation of the data and to facilitate the understanding of the results.

7. The seventh part of the report is a list of footnotes. These are used to provide additional information or to clarify points made in the main text.

8. The eighth part of the report is a list of acknowledgments. This is a section where the author expresses gratitude to those who have helped or supported the research.

9. The ninth part of the report is a list of abbreviations. This is used to define the symbols and abbreviations used throughout the report.

10. The tenth part of the report is a list of symbols. This is used to define the symbols used in the mathematical equations and formulas.

11. The eleventh part of the report is a list of symbols. This is used to define the symbols used in the mathematical equations and formulas.

12. The twelfth part of the report is a list of symbols. This is used to define the symbols used in the mathematical equations and formulas.

when completed, will greatly relieve traffic congestion in the neighborhood. He also indicated that the Traffic Engineering Bureau of the Department of Public Works had determined that a reasonable amount of parking for any commercial development which might be constructed on the subject site would not interfere with traffic in the area; and, in any case, the City Planning Commission would have the authority to consider any features of any specific development proposed for the site under its discretionary review authority. He stated that Lupine Avenue has an elevation ranging from 27 feet to 50 feet higher than Masonic Avenue; and, since most of the buildings on Lupine Avenue are three or four stories tall, most of the views presently enjoyed from those buildings would not be disturbed by new buildings rising to a height of 40 feet above Masonic Avenue. Furthermore, if a commercial development were to be constructed on the site, the top level of the buildings would probably be used for open parking. In any case, if height were a concern of the Commission, that issue, also, could be made the subject of a discretionary review. He repeated his belief that it would not be economically feasible to construct low- or moderate-income housing on the subject site because of the \$20 per square foot cost of the platform which would have to be erected; and he remarked that the City is presently involved in the sale of five other parcels of property which he would consider to be much more suitable for low- and moderate-income housing than the subject site.

Commissioner Ritchie noted that residents of the subject neighborhood had stated that neither construction of housing nor construction of a commercial development with a 40-foot high wall of buildings along Masonic Avenue would be acceptable. Personally, he could not imagine that any stores constructed on the site would actually have a height of 40 feet; and, in any case, since the top floor of the buildings would be used for parking, he doubted that the buildings would have any great effect on views from residential buildings to the west.

Mr. Wortman stated that the commercial development would probably be built on two levels because of the difference in elevation between Masonic and Presidio Avenues. However, whereas approximately one million square feet of commercial space would be feasible on the site, the proposed development would probably contain a maximum of 350,000 square feet of commercial space. The remainder of the space within the 40 foot high limitation would be used for parking.

Commissioner Ritchie remarked that the recommendation which had been made by the Director of Planning was somewhat complicated; and, as a result, he did not feel that he would be prepared to vote on the matter during the present meeting.

Commissioner Fleishhacker asked for an estimate of the rental fees which the City might hope to receive from the type of commercial development proposed for the site. Mr. Wortman replied that most of the revenue would have to come from the commercially developed portion of the site because of the cost of the \$20 square foot platform which would have to be constructed on the northern portion of the property. He believed that the City would receive approximately \$100,000 per year in rental fees from the property.

Commissioner Fleishhacker then inquired about the amount of rent the City would receive if only the portion of the property between Post Street and Geary Boulevard were to be leased. Mr. Wortman replied that only a nominal amount of rent could be obtained if only that portion of the property were to be developed since Geary Boulevard in the vicinity of the subject site is somewhat isolated and not a first-class commercial area.

Commissioner Fleishhacker, noting that the property would probably be comparable in value to the site occupied by Sears and Roebuck across the street, inquired about the value of that property. Mr. Wortman replied that the City receives approximately \$275,000 in property taxes from Sears and Roebuck each year.

The Director emphasized that the Master Plan's policy for use of surplus City-owned property directly conflicts with Mr. Wortman's concept of the highest and best use of surplus property; and he assured the Commission that the uses to which the Master Plan had given highest priority would not be achieved if Mr. Wortman's concept of the highest and best use of surplus properties were to be accepted. Furthermore, he noted that the City Attorney had rendered an opinion which stated that the Board of Supervisors would not necessarily have to view "highest and best use" in financial terms in considering disposition of surplus properties. In his opinion, circumstances may arise in which the best thing to do with a given parcel of surplus property would be to lease it at no cost whatsoever. While he realized that such a decision might discourage various of City Departments from declaring any of their properties to be surplus, that approach might be preferable to the one now prevailing through which nothing but economic interests are satisfied.

President Newman asked why the Director had recommended that lease of the subject property be found in conformity with the Master Plan if the project being contemplated would not serve a public interest. The Director replied that he believed that lease of the property should be found to be in conformity with the Master Plan only if the property is to be developed in a way which will achieve City-wide objectives such as those which he had mentioned in his recommendation.

Commissioner Finn asked if it would not be possible to construct housing on the site even if the property were to be reclassified to C-2. The Director replied in the affirmative but noted that since construction of housing would not then be mandatory, the Commission would, in effect, be courting commercial development.

Commissioner Finn asked Mr. Wortman if he were correct in understanding that anything less than C-2 zoning for the entire site would not only be unacceptable but also infeasible. He also asked if Mr. Wortman would have any objection if the Commission were to take the matter under advisement for further study. Mr. Wortman replied that the property could not be developed unless all of it were reclassified to C-2; and, if the Commission were not prepared to approve C-2 zoning for the site, he would recommend that the subject application, as well as the proposed project, be abandoned. Before taking such a step, however, he felt that it would be desirable for the Commission to give further study to the matter.

Commissioner Rueda, noting that the recommendation which had been made by the Director of Planning offered the possibility of constructing a highrise

commercial building on the southern portion of the site, suggested that such a building might bring in a sufficient revenue to make it feasible to construct housing on the remainder of the site. Mr. Wortman replied that the people who had expressed an interest in the property had been most attracted by the possibility of constructing a low-rise commercial center on the northern portion of the site with the possibility of a high-rise building providing housing for the elderly on the southern portion of the property.

Commissioner Rueda asked if thought had been given to the desirability of using portions of the subject property to widen streets in the area to improve traffic flow. Mr. Wortman replied that it might be desirable to use a portion of the subject property to widen Presidio Avenue.

The Director stated that he did not agree that it would be desirable to widen Presidio Avenue; in fact, it might be the wrong thing to do.

Commissioner Fleishhacker asked if a new application could be filed at any time if the City Planning Commission were to determine that the proposal now under consideration is not in conformity with the Master Plan. The Director replied in the affirmative. Even if the Commission were to take a negative position regarding the proposal, the final decision would have to be made by the Board of Supervisors; and, if the Board of Supervisors should determine that leasing of the property would be desirable, reconsideration of the rezoning request by the City Planning Commission would be necessary.

Commissioner Fleishhacker moved that the proposed lease of the subject property be found in conflict with the Master Plan. The motion failed for want of a second.

Commissioner Porter observed that the recommendation of the Director of Planning had been quite lengthy and difficult to absorb; and she felt that the property owners from Laurel Heights, who would be most affected by the proposal, as well as members of the City Planning Commission, would benefit from additional time in which they could give further consideration to the matter.

Commissioner Ritchie agreed that further study was required and moved that both the referral matter and the zoning application be taken under advisement until the meeting of January 6, 1972. The motion was seconded by Commissioner Finn.

Commissioner Finn stated that the Public Utilities Commission had endeavored since 1958 to achieve development of the subject site on a lease basis in order to reduce the Municipal Railway's reliance on the ad valorem tax base. Since he regarded the science of government as the practice of the art of compromise, he was hopeful that a solution would be achieved which would be acceptable to everyone concerned.

When the question was called, the Commission voted unanimously to take both matters under advisement until the meeting of January 6, 1972.

CU71.55 19th Avenue, southeast corner of Kirkham Street.
Request for rebuilding and modernization of an
existing non-conforming gasoline service station
with an expiration date of 1980; in an R-3 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which has 100 feet of frontage on 19th Avenue and 65 feet of frontage on Kirkham Street for a total area of 6500 square feet. He stated that the property is presently occupied by a service station; and the applicant, Texaco Inc., wished to rebuild and modernize the existing non-conforming use facility. The modernization would include a new station building without service facilities, the addition of pump islands and canopies, and new drainage and landscaping. Lot coverage of the reconstructed station would be 29 percent. It had been necessary to bring the application before the Commission for consideration because the modernization project would increase the total lot coverage on the site; and the maximum lot coverage which the Commission could authorize would be 30 percent.

Robert Lee, of Robert Lee and Associates, represented Texaco Inc. He described the plot plan of the facility, pointing out that a 240 square foot salesroom would be constructed, two pump islands would be installed, and landscaping would be installed along the interior property lines. He stated that approximately ten service stations are located on 19th Avenue between Lincoln Way and Quintara Street; and he indicated that seven of those stations had recently been modernized. Since the subject facility is the only one owned by Texaco Inc. in the area, they regarded the proposed modernization project to be of great importance.

No one else was present to speak in favor of the subject application.

Mrs. Andrew Gallagher, 1485 - 18th Avenue, stated that she had already submitted a letter in opposition to the subject application; and she indicated that she had filed a petition with the Secretary signed by approximately 90 residents of the subject neighborhood in opposition to the proposal. She stated that there are already too many service stations located on 19th Avenue between Lincoln Way and Taraval Street; and she indicated that the residential character of the immediate neighborhood had already been affected by the Shriners Hospital and Administration Building, a nursing home for elderly people located at 1420 Kirkham Street, and a telephone company installation. Furthermore, she had understood that the remodeled service station would have a driveway onto Kirkham Street; and, as a result, traffic from the station would undoubtedly be routed onto 18th Avenue, thus further damaging the residential character of that street.

Commissioner Finn remarked that the service station would probably remain on the site until its expiration date in 1980 regardless of whether the subject application is approved by the Commission or not.

Karl Olson, 1495 - 18th Avenue, stated that the subject service station is selling gasoline 24 hours a day; and, as a result, the neighborhood enjoys no peace and quiet in the daytime or at night. Furthermore, traffic in the

neighborhood is already congested; and he believed that the driveway which the service station proposed to construct on Kirkham Street would only make it more difficult for him to get into and out of his garage.

At this point in the proceedings, Commissioner Finn temporarily absented himself from the meeting room.

Mr. Steele recommended that the subject application be disapproved. He remarked that the service rendered by the proposed facility would be oriented towards the community at large and not to the subject neighborhood itself; and, by increasing its capacity for pumping gasoline, the station would increase noise and confusion in a manner detrimental to the surrounding residents. He believed that the cost of the remodeling could not be amortized in the eight remaining years before the station must be removed. The site itself is too small for safe and efficient turning of automobiles; and the expanded facility proposed would worsen traffic congestion during peak commute hours. Furthermore, the size and topography of the site would result in a layout where tank trucks would have to block the right-of-way of Kirkham Street in order to fill the station's tanks; and that situation would create a fire hazard. Finally, he noted that there is already a high concentration of service stations in the area; and he emphasized that the applicant had shown no need for expanding service on the subject site.

Mr. Lee emphasized that the service station will continue to be operated on the site for the next eight years; and he felt that the remodeling project would be desirable since it would eliminate some of the deficiencies of the present station. As part of the remodeling project, a larger tank would be installed on the site; and, as a result, deliveries of gasoline would be less frequent. Easier ingress would be provided to the site; and, in addition, the station would be screened from adjacent residential buildings. In conclusion, he stated that the Commission had recently approved remodeling projects for other non-conforming service stations located on 19th Avenue; and he felt that the proposed facility stood as good a chance of being amortized by 1980 as the other new facilities which had already been approved.

Mr. Steele noted that a landscaping screen already separates the service station from adjacent residential buildings. He also remarked that the other remodeling projects which had been approved by the Commission had been larger and had included facilities for the repair of automobiles, thus providing a neighborhood service.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Miller, and carried unanimously that Resolution No. 6787 be adopted and that the subject application be disapproved.

At 5:00 p.m. President Newman announced a ten minute recess. The Commission reconvened at 5:10 p.m. and proceeded with hearing of the remainder of the agenda.

Commissioner Finn rejoined the Commission at this point.

CU71.46 The two blocks bounded by Wallace and Underwood Avenues and Hawes and Griffith Streets; the block bounded by Underwood and Thomas Avenues and Griffith and Fitch Streets, and the easterly portion of the block bounded by Thomas and Shafter Avenues and Griffith and Fitch Streets. Request for automobile dismantling on open lots; in an M-1 District.
(Postponed from meeting of October 7, 1971)

John Tolan, Mayor Alioto's Deputy for Development, requested that consideration of the subject application be postponed for another period of 60 days. He stated that negotiations are proceeding as efficiently as possible for acquisition of empty Navy warehouses located at Tolan and McKinnon Streets; however, no final agreement has yet been reached. Since it was generally agreed that the warehouses would make a more suitable location for the automobile wrecking yards than the open lots in the South Bayshore District, he felt that hearing of the application should be postponed pending a final decision on the alternate approach.

Arthur Evans, Acting Executive Director of the San Francisco Redevelopment Agency, stated that he had no objection to the requested postponement.

Roy Anderson, representing the Automobile Dismantlers Association, stated that he had no objection to the postponement.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Miller, and carried unanimously that hearing of the subject application be further postponed until the meeting of February 3, 1972.

CU71.56 414-420 Seventeenth Avenue, east line, 100 feet south of Geary Boulevard.
Request for a parking lot for approximately 11 automobiles for the Sumitomo Bank; in an R-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which consists of two lots having 25 feet of frontage each on 17th Avenue and a uniform depth of 120 feet. He stated that the site is presently occupied by one single-family dwelling and one two-family dwelling. The applicant proposed to demolish the existing residences in order to develop the lots as a parking lot for approximately 11 cars. The parking lot would be used by customers of the Sumitomo Bank which is to be constructed on the adjacent corner lot.

George Choppelas, attorney for the Sumitomo Bank, stated that on-street parking in the subject neighborhood is difficult because of the traffic generated by the U.S.E. store on the opposite side of Geary Boulevard; and the Sumitomo Bank

wished to construct a parking lot on the subject properties for the convenience of its customers. In addition to providing a customer service, the parking lot would serve as a buffer between the adjacent residential district and the commercial district along Geary Boulevard. He noted that a public parking lot had already been constructed by the City on 18th Avenue near Geary Boulevard; and he indicated that the proposed facility would be similar to the existing parking lot.

Karl Sachs, read and submitted a letter which had been prepared by Leonardo S. Bacci, Secretary of the Greater Geary Boulevard Merchants and Property Owners Association Inc. The letter pointed out that a great need exists for additional parking spaces along Geary Boulevard; and it expressed the opinion that the proposed parking lot would have a tremendously beneficial effect in relieving parking congestion in the area.

Mr. Choppelas advised the Commission that representatives of the Sumitomo Bank and their architect were present in the audience to answer any questions which might be raised. He also indicated that his clients would be willing to install any landscaping on the site which might be considered desirable by the Commission.

Melvin Lee, 434 - 17th Avenue, submitted a petition which had been signed by approximately 72 residents of the subject neighborhood in opposition to the application. He stated that the parking lot would make the area less safe for children; and it would bring more pollution and noise to the neighborhood. Furthermore, it would afford an attractive nighttime gathering place for teenagers thus increasing the possibility of vandalism. Construction of the parking lot would cause demolition of three dwelling units, thus further eroding the City's housing supply; and the open lot would lessen the residential feeling of the neighborhood. In conclusion, he stated that customers of the Sumitomo Bank would still be able to use public transportation or the parking lot at 18th Avenue and Geary Boulevard if the proposed parking lot were not to be constructed.

Mary C. Tobin, 423 - 16th Avenue, stated that she had submitted a letter to the Commission in opposition to the application. However, if the application should be approved, the letter suggested conditions which might make the use more acceptable.

President Newman assured Mrs. Tobin that the individual members of the Commission had read her letter.

Mrs. Tobin stated that she had understood that the Sumitomo Bank also holds an option for purchase of another parcel of property immediately adjacent to the subject site; and if that property, also, were to be used as a parking lot, her house would be surrounded by parked automobiles.

Peter Mendlesohn, representing the Peoples Action Coalition, stated that the members of his organization were opposed to the encroachment of parking lots and service stations into residential neighborhoods. He thought that the Sumitomo Bank should confine its operations to commercially zoned property on Geary Boulevard and not extend into the adjacent residential area; and, if off-street parking spaces are needed for the new facility, they should be beneath the building rather than in an open lot.

Allan B. Jacobs, Director of Planning, recommended that the subject application be disapproved. He remarked that the parking lot would result in commercial intrusion onto 17th Avenue which is presently a pleasant and quiet residential street. He believed that it would be impossible to screen the parking lot adequately from adjacent residential buildings; and he noted that the parking lot could become a security risk when the bank is not open for business. Destruction of the three existing dwelling units would be in conflict with the Master Plan, which emphasizes the need for more family housing. The City Planning Code does not require that off-street parking be provided for banks which have less than 5,000 square feet of floor area; and no overriding public benefit from the proposed facility had been demonstrated. In view of those factors, and in view of the opposition of the neighborhood to the proposal, he felt that the application should be disapproved.

Mr. Choppelas believed that it would be possible to screen the parking lot from adjacent residential buildings by constructing an eight foot fence and installing landscaping around the perimeter of the site; and, since the neighborhood does suffer from a serious parking problem, he hoped that the application would be approved.

Mr. Sachs felt that the proposed parking lot would be a credit to the neighborhood.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Rueda and carried unanimously that Resolution No. 6788 be adopted and that the subject application be disapproved.

CU71.57 Southeast corner of 4th Street and Shipley Street, extending 457.5 feet along the south side of Shipley Street.
Request for a Planned Unit Development consisting of approximately 260 dwelling units for low- to moderate-income elderly persons, retail commercial facilities, a chapel, and a community dining room and auditorium to serve residents of the proposed development and residents of the nearby vicinity; in an M-1 District.

Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property which is an irregularly shaped parcel with a total area of 58,912.5 square feet. He stated that a three story building with commercial space on the ground floor and two floors of hotel space above as well as an older light-industrial type of building are presently located on the site; the remainder of the site is vacant and is used as a parking lot. The site is in the Yerba Buena Center redevelopment project area; and the subject application had been filed jointly by the San Francisco Redevelopment Agency and the Salvation Army to request permission for the proposed project.

The project would involve construction of 258 units of FHA insured 236 low- to moderate-income elderly housing in two 10-story, 88 foot high towers linked by ground-floor services including a community dining room, an auditorium, and a

library. A small chapel would be east of the towers; and more than 6,000 square feet of retail commercial market space would be in a one-story building at the corner of Shipley and Fourth Streets. There would be sixty-one bedroom units and 198 efficiency units. Off-street parking would be provided for 26 automobiles on a parking lot at the western end of the subject property.

President Newman, noting that he was aware of considerable support for the proposed project in the community, asked if anyone were present in the audience who wished to speak in opposition to the subject application.

Peter Mendlesohn submitted and summarized a statement which had been prepared by Tenants and Owners in Opposition to Redevelopment (TOOR). He stated that the members of his organization were not opposed to the proposed project. However, Mayor Alioto had promised that certain commercial facilities would be constructed in the Yerba Buena Center and that 40% of the housing units to be provided would be low-cost housing; and no positive guarantee had been made that the proposed project would, in fact, fulfill those promises.

William Rosso, representing the San Francisco Redevelopment Agency, stated that all of the dwelling units in the proposed project would be subsidized under the 236 housing program; and, in addition, at least 20% of the units would have a secondary subsidy in the form of rent supplements. An application had been filed requesting rent supplements for 40% of the units; however, he had not yet received any positive assurance that the application would be approved by the Federal Government. He assured the Commission that the proposed facility would provide 6,000 square feet of commercial space for general retail facilities.

Major Ray Robinson, representing the Salvation Army, felt that the chances of obtaining the additional 20% rent subsidy were good.

Walter Knox, chairman of the Health Committee for South of Market, stated that he was in favor of the housing being proposed; however, some guarantee should be given that the commercial space promised by the Salvation Army would actually be provided.

Allan B. Jacobs, Director of Planning, noted that provision of low- and moderate-income housing for elderly persons is a major objective of the Master Plan; and he remarked that the need for such housing has been extended and compounded by the displacement of persons from the Yerba Buena Redevelopment Project. He also reminded the Commission that the City of San Francisco is held responsible by Federal Court order to provide relocation housing for people displaced from the project; and he believed that it was the desire of the Court that such housing should be provided in proximity to the existing community. He noted that the proposed development would provide social services and cultural and commercial facilities for the benefit of all residents of the neighborhood; and, as a result, he felt that it would serve as a positive anchor to the community. Therefore, he recommended that the application be approved subject to seven specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended that the draft resolution be adopted.

President Newman asked if the conditions which had been recommended by the Director of Planning would be acceptable to the applicants. Major Robinson replied in the affirmative.

After further discussion, it was moved by Commissioner Ritchie, seconded by Commissioner Porter and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6789 and that the application be approved subject to the conditions contained in the draft resolution.

At this point in the proceedings, Commissioner Fleishhacker absented himself from the meeting room for the remainder of the meeting.

- ZM71.17 1) Block bounded by Larkin, Chestnut, Hyde and Lombard Streets;
- 2) 2601-2709 Larkin Street, west line, 124.4 feet south of Francisco Street to Lombard Street, and 1204 Lombard Street, north line, 87.5 feet west of Larkin Street;
- 3) Chestnut Street, north line, between Larkin and Hyde Streets; and
- 4) Hyde Street, east line, between Chestnut and Lombard Streets; R-5 to an R-3 District.
(Postponed from the meeting of November 4, 1971)

Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property which is composed of 43 separate parcels of property with a total area of approximately 5.7 acres. He continued his report as follows:

"In an R-5 district, multiple family dwellings with a density of one dwelling unit for each 125 square feet of lot area are permitted. The floor area ratio may not exceed 10 to 1; maximum coverage permitted is 75% on interior lots and 90% on corner lots. Approximately 1980 dwelling units could be developed for the total subject property.

"In an R-3 district, multiple family dwellings with a density of one dwelling unit for each 800 square feet of lot area are permitted. The height may not exceed 40 feet, and three floors of occupancy; maximum coverage permitted is 65% on an interior lot and 70% on a corner lot. Two hundred square feet of usable open space must be provided for each dwelling unit. No off-street parking is permitted in the required rear yard. Approximately 310 dwelling units could be developed under R-3 standards.

"For a reclassification proposal, the City Planning Commission may also consider reclassification to less restrictive classifications than the proposed classification but more permissive than the existing classification.

"An R-3.5 district is substantially the same as an R-3 district, but one dwelling unit for each 600 square feet is permitted and only 150 square feet of usable open space is required for each dwelling unit. The subject property could be developed with approximately 410 dwelling units. In an R-4 district one dwelling unit for each 200 square feet of lot area, or approximately 1240 dwelling units on the subject property, could be developed. The floor area ratio may not exceed 4.8 to 1; maximum permitted coverage is 75% on an interior lot and 80% on a corner lot.

"The Interim Height and Bulk, Controls set by the City Planning Commission August 26, 1971, in Resolution 6746, provide that the maximum height permitted without Commission review is 40 feet. After review, the City Planning Commission may authorize construction of point towers up to 300 feet in height. For buildings greater than 40 feet in height, the City Planning Commission will review all plans of buildings having a maximum horizontal plan dimension in excess of 110 feet and a maximum diagonal plan dimension in excess of 140 feet.

"Twenty-nine (82%) of the existing 36 buildings in the area conform to R-3 or more restrictive standards. Three buildings (7%) are built to R-3.5 standards. Three buildings (8%) are built to the R-4 standards. One existing building (3%) has been built to the R-5 standard.

"Of the total land in the area, 55% is developed in conformance with R-3 or more restrictive standards, 7% under R-3.5 standards, 11% under R-4 standards and 4% under R-5 standards. 23% of the total area is now vacant.

"In Resolution 6743 dated August 12, 1971, the City Planning Commission disapproved under its power of discretionary review Building Permit Application 398946 for an apartment building at 1150 Lombard Street, between Hyde and Larkin Streets. The proposed building height of 342 feet and diagonal of 170 feet substantially departed from the Urban Design Plan guidelines for the Russian Hill area. Revised plans are being proposed currently for filing under the original Permit Application and are expected to be reviewed by the Planning Commission soon."

James Mallott, the applicant, stated that he had filed the subject application on behalf of himself and other residents of the subject neighborhood who believe that a point has been reached where the environment of their neighborhood is being threatened by economic pressures and by the value of the land on which

they live. They did not believe that the Urban Design Plan would prevent the construction of high-rise buildings in their neighborhood; and they believed that high rise buildings would damage the residential quality of the area. He displayed photographic slides which he had taken of the neighborhood, emphasizing the high proportion of low density development in the area. He also displayed and described maps which he had prepared to reflect existing zoning and height limit regulations and the actual density and height of existing development in the area. The next map which he displayed was one which showed the pattern of property ownership in the neighborhood; and he pointed out that three high rise buildings have been constructed already, six other sizable parcels of property had been accumulated, and the remainder of the properties are privately owned by individuals. He anticipated that at least two of the larger parcels which had been assembled would be developed with high-rise buildings in the near future since they are presently vacant. While the remaining assembled parcels might not be in imminent danger of development, he emphasized that their eventual development with high rise buildings would substantially change the character of the neighborhood. Mr. Mallott also remarked that many of the single family dwellings in the area are owned by relatively old people who have lived in the neighborhood for many years; and he feared that economic pressures would eventually result in the replacement of those single family dwellings by high-rise buildings unless something is done to change the situation. Mr. Mallott felt that the situation could be viewed from two aspects, i.e. how to use land to create the best possible environment or how to exploit the land. When land is properly zoned, people buy it, live on it, and sell it, usually enjoying the benefit of a modest appreciation in value. When land is over-zoned, however, people buy it, live on it for a short time, and then, because of excessive appreciation, find that it is economically infeasible for family living and are eventually forced to sell the property to a developer for the construction of an apartment building. As a result, the neighborhood pattern changes from one of private ownership to rental units; and a different type of lifestyle begins to typify the area. He believed that the subject neighborhood has arrived at such a point. Given the situation, residents of the neighborhood would have to decide whether they wished to accept the arrival of the bulldozer or whether they wished to have their properties rezoned to protect the residential quality of the area.

Mr. Mallott emphasized that all of the properties included in the subject application could be developed to R-5 density under present circumstances in spite of the Urban Design Plan; and he was convinced that replacement of the single family homes with high-rise buildings would severely damage the neighborhood. He stated that high-rise buildings damage neighborhoods by changing the ownership pattern from individual ownership to institutional ownership. A second detrimental effect of high-rise buildings is increased automobile congestion. He stated that there are only 274 dwelling units in the subject area at the present time; and, since one of the vacant assembled parcels could be developed with as many as 1900 dwelling units, it was obvious that the number of automobiles in the area could be increased drastically. He noted, however, that the R-5 zoning has a built-in discriminatory factor insofar as only people who own corner lots or extremely large parcels of land would be able to provide sufficient parking to enable them to take advantage of the R-5 density. A third bad effect caused by high-rise buildings is loss of sunlight; and, if sunlight were to be valued at as little as

\$2.00 per hour, the economic loss which the neighborhood would suffer over a 100 year period because of loss of sunlight might reach as high as \$87,000,000. In addition, high-rise buildings result in congestion of people, earthquake hazards, lost green space, aggravation of parking problems, and wind downdrafts.

Mr. Mallott remarked that high-rise buildings cannot be demolished as easily as R-3 buildings; and, consequently, he felt that it would be wise for the subject neighborhood to take stock of its future now before the situation becomes irreversible. He stated that high-rise buildings are not necessary for taxes; and, while high-rise buildings may be profitable for their owners and may increase the supply of jobs, the penalty which they demand from people who have to live with them is high. He hoped that the Commission would consider the environmental issues at stake and vote in favor of the reclassification request; and, in any case, he noted that the rezoning would not be inflexible and that it could be reversed at a later date. He stated that he had circulated a petition which had been signed by 20 property owners in support of the proposed reclassification to R-3. Since the subject application involves 34 parcels of property under separate ownership, the 20 individuals who had signed the petition represented 60% of the property owners involved. An additional 30% of the owners involved preferred that his property be reclassified to R-4 rather than R-3. Two property owners, or 6% of the property owners involved, had stated that no change should be made from the present R-5 zoning classification.

Commissioner Ritchie pointed out that two of the properties which are unimproved at the present time are remainders of a much earlier era when substantial residences predominated in the neighborhood. He remarked that the owners of those immensely valuable properties had depended on their ability to develop their properties under the R-5 standards of the City Planning Code; and he wondered if Mr. Mallott intended that those people should forget the value of their properties. Mr. Mallott replied in the negative, but he suggested that the properties had either been held vacant too long or purchased too expensively.

Commissioner Ritchie asked Mr. Mallott what he would do if he owned those properties. Mr. Mallott replied that he would probably wish to develop them to their highest economic potential; however, he would never have paid an exorbitant amount of money to acquire the properties in the first place. He did not feel that other residents of the neighborhood should be made to suffer merely because other people had invested a great deal of money in property to the point of overextending themselves.

Commissioner Ritchie observed that Mr. Mallott made it sound as if the people who had purchased the properties were involved in some sort of game. Mr. Mallott acknowledged that fact and stated that it is a game which we all play; however, the stakes are different when people start with \$2 million and try to turn it into \$10 million.

Daniel Ryan stated that he wished to confine his remarks to Block 69. He stated that neither he nor other property owners in his block would object to having their properties reclassified from R-5 to R-3; however, he felt that it

would be a mistake for the Commission to "spot zone" only that one block while leaving other properties in the area zoned R-5 or R-4. All in all, he felt that people should be allowed to live as they see fit.

A woman who was present in the audience asked Mr. Mallott how long he had owned property in the subject neighborhood. Mr. Mallott replied that he had owned property in the neighborhood for one year but indicated that he had lived in San Francisco before that time.

Mrs. Frank Hinman, 1000 Francisco Street, advised the Commission that a second petition had been signed in support of the application by people who own property beyond the boundaries of the area proposed for reclassification.

Mr. Morgenstein, attorney for American Savings and Loan, displayed a model of the neighborhood and stated that while many of the buildings in the area may have been built to R-3 density, they actually have floor area ratios equivalent to R-5 zoning.

Mr. Passmore remarked that Mr. Morgenstein's statement was incorrect.

Mr. Morgenstein then called on Mr. William Haley, a certified real estate appraiser for Real Estate Research Corporation, and asked him what effect reclassification from R-5 to R-4 would have on the subject properties. Mr. Haley replied that such reclassification would reduce the value of the properties from 35% to 40%; and he indicated that the value of the properties would be reduced even further if they were to be reclassified from R-5 to R-3.

Mr. Morgenstein stated that his clients had acquired their property in 1964. At that time, it was zoned R-5; and they had paid taxes based on R-5 zoning ever since. Under the circumstances, he did not feel that it would be fair to change the classification of the property at the present time. While Mr. Mallott had stated that 70 to 80 percent of the building in the area are R-3 structures, Mr. Morgenstein remarked that the actual number of buildings is not great; and, as a matter of fact, between 70 and 80 percent of the people in the area reside in high-rise buildings. Furthermore, while the 20 individuals who had expressed support of the reclassification request might constitute a majority of the owners of property in the area, they do not own a majority of the property which would be affected by the reclassification; and he informed the Commission that the people who owned the greatest amount of property in the area were opposed to having their property reclassified from R-5 to R-3.

William Bagge, a licensed general contractor, represented Otis Braun, owner of property located on the northwest corner of Larkin and Chestnut Streets. He stated that the property is presently occupied by a 58 year old frame building which is in a state of collapse. The property is zoned R-5; and, on the basis of calculation which he had made, he had concluded that it would not be economically feasible to construct anything except an R-5 building on the lot. He stated that the existing building must be demolished within four or five years; and, if the property were to be reclassified to R-4 or R-3 prior to that time, his client would suffer an irreparable land loss.

Fred Campagnoli, owner of property in the subject neighborhood, felt that the reclassification application had been filed as an over-reaction to a recent proposal for construction of a high-rise apartment building in the area; and he indicated that he was opposed to the proposed reclassification. He noted that the subject neighborhood is located on the top of the hill; and he felt that the most suitable place for high-rise buildings in San Francisco is on the tops of hills. Furthermore, since only a portion of the existing R-5 District had been included in the reclassification application, he felt that approval of the application would result in the creation of a "spot zone" of doubtful legality. In his opinion, people should not be criticized for hoping to better themselves by buying property in anticipation that the property will increase in value. He also remarked that no rush of high-rise construction had resulted on Russian Hill during the last 20 years in spite of the greatest inflationary trend ever known; and, as a result, he did not feel that continuation of the R-5 zoning would place the neighborhood in immediate jeopardy. He stated that he was willing to continue to rely on the R-5 zoning and on the discretion of the City Planning Commission; and he saw no reason for changing the zoning of the property at the present time.

Theodore Colt, representing Mr. Petri, owner of property in the subject neighborhood, remarked that the City Planning Commission had recently adopted the Urban Design Plan; and, since he felt that the plan would adequately protect the subject neighborhood, he did not feel that there was an urgent need for the rezoning which had been requested. He stated that his client had not purchased his property for speculative purposes. He wished to construct a building which would be a great asset for the hill; however, he had not been able to realize his plans to date because of the tight money market. During the last few months, his client had worked closely with the Department of City Planning in preparation of a development plan which would conform meticulously with the guidelines established by the Urban Design Plan. The proposed building would contain 56 dwelling units as opposed to the 109 dwelling units which would be permitted even if the property were to be reclassified to R-4. In fact, R-4 zoning would be acceptable to his client except insofar as the floor area ratio standards of that zoning district would be too restrictive for the project which had been conceived. Under the circumstances, he felt that it would be extremely unfair to change the zoning of his client's property at the present point in time after he had worked so closely with the Department of City Planning to develop plans for his project; and, since the project recently announced by the American Savings and Loan Company would not be affected by the reclassification, and since the owners of the other larger parcels of property included in the area had indicated that they had no plans for development of their properties, it seemed to him that the proposed reclassification was aimed directly at his client. In conclusion, he urged the Commission to disapprove the subject application and to give the Urban Design Plan a fair chance.

Commissioner Ritchie, noting that Mr. Colt had commented on the effect which a change in zone from R-5 to R-4 would have on the property owned by his client, pointed out that the application under consideration had requested that the properties be reclassified from R-5 to R-3; and he asked Mr. Colt to comment on that proposal. Mr. Colt replied that it would be impossible for his client to develop his property if it were to be reclassified to R-3.

Everett Lehman, Jr. represented Wells Fargo Bank, trustee for the property located on the southeast corner of Hyde and Lombard Streets. He opposed reclassification of that property to R-4 or R-3 since reclassification to either zone would constitute "spot zoning" and would have the effect of giving a monopoly to American Savings and Loan Company since they would still be able to proceed with their R-5 development while other property owners in the area would be limited to R-4 or R-3 development.

J. A. Pardini, 2601 Larkin Street, stated that he and his wife hoped to continue living in their single family residence; however, taxes on the property have risen to an extremely high level because of the R-5 zone. Nevertheless, he had attended a series of meetings in 1960 when adoption of the new City Planning Code was under consideration; and, since the property had been designated R-5 at that time with the consent of the property owners, he felt that the R-5 zoning should be retained. He stated that he and his wife were not speculators.

The Director presented his recommendation as follows:

"Russian Hill has been designated in the Urban Design element of the Master Plan as an outstanding and unique area that contributes an extraordinary degree to San Francisco's visual form and character and it is a policy of the Master Plan to protect such areas.

"The basic characteristic of the Russian Hill area stated in the Master Plan is the 'Harmonious, balanced relationship of low, small-scale older buildings and tall slender towers.' A characteristic which is demonstrated in the development of the subject area in which most of the existing 36 buildings are both low density and small scale in size, but where 4 buildings are either medium or high density and larger than average in scale.

"The Urban Design Plan has called for a point tower approach to Russian Hill and in response the recently initiated height and bulk reclassification proposal for the City proposes a special Russian Hill district that would set a basic height limit of 40 feet with point towers not exceeding a height of 300 feet permitted at the discretion of the City Planning Commission. Criteria established for such point towers include such factors as high ratio of height to width of the tower, significant spacing between towers, and shadow aspects.

"The building bulk potentially possible on large lots under the floor area ratio and density provisions applicable to an R-5 district tend to work against the reasonable realization of the point tower concept; the development intensity permitted in R-4 approximately one-half that of R-5, is much more conducive to point towers. Point towers would not be permitted under the height provisions applicable to the R-3 zoning classification.

"Large parcels are available for development in the subject area, and if all were developed to R-5 density and bulk irreparable harm would be done to the present balanced relationship of buildings in the subject area in both residential terms and urban design terms. Undue congestion of population would occur, and, considering the hilly topography of the subject area, detrimental congestion of traffic would occur. These adverse affects are not apparent under an R-4 zoning classification which would also be controlled by appropriate height and bulk limitations.

"Thus to preserve the outstanding and unique characteristics of this residential area of the City I recommend reclassification to R-4."

Mr. Mallott pointed out that neighborhoods located to the east and to the west of the subject properties are zoned R-3; and he felt that the subject property should be reclassified to R-3 rather than R-4.

Commissioner Porter emphasized that residents of the subject neighborhood had been consulted when new zoning maps were being prepared for the City in 1960; and there had been general agreement at that time that R-5 zoning would be appropriate for the subject properties. Furthermore, the City Planning Commission, then as now, had taken the position that high rise buildings should be located on the tops of hills. While she cared very much for the subject neighborhood and regarded it as an extremely sensitive area, she felt that the recently adopted Urban Design Plan, as well as the Commission's discretionary review authority would provide sufficient tools for protection of the area; and she did not believe that the Commission should acquiesce to rezoning everytime a new building is contemplated, leaving property owners in doubt as to the rules governing the use of their property. She moved that the subject application be disapproved.

Commissioner Ritchie seconded the motion which had been made by Commissioner Porter. He agreed with Mr. Campagnoli that the application had been filed as an over-reaction to a recent high-rise development proposal; and he felt that it would be morally wrong for the Commission to change the zoning of property owned by individuals who have already spent time and money in preparation of development plans which would be in conformity with the guidelines established by the Urban Design Plan. If property were to be rezoned under such circumstance, the Commission would, in effect, be confiscating property rights without providing fair compensation in return.

Commissioner Miller recalled that the City Planning Commission had held approximately 50 meetings within a six month period in 1960 when the new zoning maps were being prepared; and he stated that every parcel of property in the City had been individually scrutinized at that time. He did not believe that approval of the subject reclassification request could be considered to be "spot zoning" because of the size of the area involved; and he felt that a case could be made for reclassification of the properties to R-3 since they lay immediately adjacent to an R-3 district. Furthermore, he felt that the present R-5 zoning of the

properties might be too permissive. Nevertheless, because the Commission had made a decision to zone the properties R-5 in 1960 after due deliberation, and since he felt that the Urban Design Plan should be an adequate tool for protection of the neighborhood, he did not believe that the zoning of the subject properties should be changed at the present time. Therefore, he intended to support the motion which had been made by Commissioner Porter for disapproval of the application with the understanding that both the letter and the spirit of the Urban Design Plan should apply to any new developments to be constructed in the area.

Commissioner Finn stated that he, also, intended to support the motion for disapproval of the subject application. While he was not convinced that the present R-5 zoning is proper for the subject properties, he did feel that R-3 zoning would be improper; and he continued to be somewhat dubious about the merits of R-3.5 or R-4 zoning for the neighborhood. Since he felt that the Urban Design Plan guidelines could be applied to protect the area, he believed that the R-5 zoning should be retained for the time being.

President Newman believed that approval of the Director's recommendation for reclassification of the properties from R-5 to R-4 would help to implement the Urban Design Plan; and, since the people of San Francisco are depending on the Urban Design Plan to protect San Francisco's beauty, and since the subject neighborhood is one of the last remaining areas in the City where views can be protected, he felt that the Commission should support the Director's recommendation.

When the question was called, the Commission voted 5 - 1 to adopt Resolution No. 6790 and to disapprove the subject application. Commissioners Finn, Fleishhacker, Miller, Porter, Ritchie, and Rueda voted "Aye"; Commissioner Newman voted "No".

The meeting was adjourned at 7:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, December 9, 1971.

The City Planning Commission met pursuant to notice on Thursday, December 9, 1971, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: John D. Crowley, Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President; and Thomas J. Mellon, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; Ruth Jaffe, Planner IV; Ralph Mead, Planner IV (Zoning); Wayne Rieke, Planner IV (Zoning); James White, Planner III - Transportation; John Phair, Planner II; William Neilson, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that the South San Francisco Opera House is now owned by the City, having been purchased with funds from the Urban Beautification Program.

The Director requested the Plan Implementation Committee (Commissioners Finn, Fleishhacker, Porter) to meet immediately following the Commission Meeting.

The Director reminded the Plan Implementation Committee (Commissioners Finn, Fleishhacker, Porter) of the meeting scheduled next Tuesday, December 14, at 3:30 p.m.

The Director requested the Budget & Personnel Committee (Commissioners Newman, Porter, Ritchie) to meet next Thursday, December 16, at 12:15 p.m.

The Director requested the full Commission to meet in Executive Session next Thursday, December 16, at 1:30 p.m. prior to the Regular Meeting.

The Director requested the City-Wide Comprehensive Plans Committee (Commissioners Fleishhacker, Porter, Ritchie) to meet following the Regular Commission meeting next Thursday.

The Director informed the Commission that the Regular Meeting on December 30 will be cancelled.

The Director informed the Commission that two meetings have been scheduled on January 6, 1972: a Capital Improvement Program Review in the morning at 10:00 a.m. and a Zoning Hearing in the afternoon.

After discussion, the Commission requested the staff to use its discretion in scheduling two rather than one zoning hearing in months when a large number of applications must be considered.

Consideration of Proposal to Designate the House of the Flag, 1645 Taylor Street, as a Landmark.

Jesse B. Grove III, attorney for the owner of the subject property, stated that he had written a letter to the Commission requesting that hearing of the matter be postponed.

Allan B. Jacobs, Director of Planning, recommended postponement of the public hearing as requested by the owners of the property through their attorney. He advised the Commission, however, that a time factor was involved since Article 10 of the City Planning Code specifies that demolition can be stayed pending the completion of Landmark proceeding but not beyond a period in excess of 6 months after the initiation of such proceedings. And he indicated that almost three months had already been used by the Landmarks Preservation Advisory Board due to special efforts which it had made to accommodate the owners of the property. He suggested that the matter be postponed until the Commission's meeting on December 16. If that date should prove unsatisfactory, however, the next earliest date on which the hearing could be scheduled would be January 13, 1972.

Commissioner Ritchie asked if demolition of the House of the Flag was eminent. Mr. Grove replied in the negative, indicating that the owners of the property had no plans for demolition or alteration of the building. He felt that even the alternate date of January 13 which had been recommended by the Director of Planning would provide insufficient time for him to prepare his case; and he felt that it would be best if the matter could be referred back to the Landmarks Board so that he could work directly with that board's committee. He stated that an investigation was being made of the condition of the house; and, in addition, legal and economic studies were being made to determine the effect which designation as a landmark would have on the property.

Don Stover, President of the Landmarks Preservation Advisory Board, agreed that the best thing to do would be to refer the matter back to his board. In response to a question raised by the Director as to whether a definite date should be established for retransmittal of the matter to the City Planning Commission, Mr. Stover replied in the negative and indicated that he foresaw no time problem since the owners of the property had indicated that they had no plans to demolish the building.

Mr. Grove stated that he would be willing to prepare a written statement testifying to the fact that his clients had no plans to demolish the building.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the matter be returned to the Landmarks Preservation Advisory Board for further consideration.

Consideration of Proposal to Designate the Leale House, 2475 Pacific Avenue, as a Landmark.

Ralph Mead, Planner IV (Zoning), summarized the architectural and historical attributes of the subject building.

Don Stover, President of the Landmarks Preservation Advisory Board, recommended that the house be designated as a Landmark.

No one else was present to speak in favor of or in opposition to the proposal.

Allan B. Jacobs, Director of Planning, recommended approval of the Leale House at 2475 Pacific Avenue as a Landmark on historical, architectural and aesthetic grounds. He then distributed a draft resolution of approval which he had prepared for consideration by the Commission.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6791.

At 2:50 p.m. President Newman announced a 10-minute recess. The Commission reconvened at 3:00 p.m. and proceeded with hearing of the remainder of the agenda. Commissioner Crowley arrived in the meeting room and assumed his seat at the Commission table shortly after the meeting had reconvened.

Presentation of Neighborhood Beautification Plan by O.M.I. (Ocean View, Merced Heights and Ingleside Community Association, Inc.)

The Plan was presented and summarized by Vernon Wallace of OMI's Beautification Committee. Following the presentation, the Commission referred the plan to the staff of the Department of City Planning for review and evaluation. The staff will report back to the Commission in approximately one month.

Presentation of Haight-Ashbury Transportation Report.

Allan B. Jacobs, Director of Planning, and John Phair, Planner II, presented and summarized the report which is available in the files of the Department of City Planning. Mr. Phair stated that the report had been released to the community approximately one month ago; and a presentation of the findings which were contained in the report had been made in the neighborhood on the previous evening. At the meeting, the majority of the people who were present had expressed the opinion that the recommendations contained in the report had placed too much emphasis on the automobile and too little emphasis on transit. Many felt that nothing further should be done to accommodate automobiles. Practically everyone present took the position that any funds available for major capital improvements should be used for improvement of transit facilities rather than for improvement for roadways. Before the meeting, the staff of the Department of City Planning had felt that the emphasis of the report was on transit; however, after hearing what the people had to say, the staff was of the opinion that the report should be reviewed with an eye to the desirability and feasibility of further increasing the emphasis on transit.

Commissioner Ritchie asked how many people had attended the meeting on the previous evening. Mr. Phair replied that approximately 65 people had been in the audience. In response to a question raised by Commissioner Porter as to whether the people present were genuinely representative of the neighborhood, Mr. Phair replied in the negative but expressed doubt as to whether any group would ever assemble which would be truly representative of the neighborhood.

The Director stated that more than 400 notices of the meeting had been distributed throughout the neighborhood. He felt, however, that it would be fair to say that the sentiment which had been expressed during the meeting on the previous evening did represent the viewpoint of the individuals who had been participating in the Haight-Ashbury Study. While the staff of the Department of City Planning had addressed itself to the issue of through traffic as well as the issue of local traffic, the majority of the people at the meeting had fundamentally taken the position that any street improvements would only make the matter worse by attracting more traffic to the neighborhood; and they felt that it would be better to take specific actions to discourage car usage in and through the neighborhood rather than to make improvements which would attract more automobiles by improving the flow of traffic.

Commissioner Fleishhacker stated that it was his opinion that San Francisco will have at least as many and maybe more automobiles in five or ten years; and if automobile traffic through the Haight-Ashbury District were to be discouraged, the traffic problems experienced by other neighborhoods would probably increase proportionately. He recalled that a representative of the Haight-Ashbury, in addressing the Commission at a recent meeting, had stated that transportation planning should be done by the Department of City Planning for the City as a whole and not on a neighborhood by neighborhood basis; and he agreed with that perspective since actions to improve the traffic situation in one neighborhood would only harm adjacent neighborhoods if the plans were not coordinated.

The Director stated that there were two types of approaches which one might be taken simultaneously. One would be to discourage use of private automobiles and to encourage improvement of the Municipal Railway on a City-wide basis. The second approach would be to take steps to do as much as possible to protect and enhance the City's residential areas by keeping out through traffic. The only other alternative would be to do nothing; but, since things do not stay the same, the net result would be that portions of the City might become a slum in terms of physical conditions.

Commissioner Porter felt that the feelings which had been expressed at the meeting on the previous evening might have stemmed from a major underlying resentment towards expansion which has occurred at the University of California Medical Center; and she remarked that the Commission has no power to exercise control over the growth of that institution. The Director agreed that the University of California Medical Center had probably had an effect on the neighborhood; but he did not feel that it could be made a scapegoat for all of the other real problems now being faced by the area.

Commissioner Rueda stated that he could not accept the assumption that street improvements necessarily increase the amount of automobile traffic; nor did he believe that the amount of traffic would automatically be reduced if public actions were to be taken to make driving more difficult. Furthermore, he felt that it was impossible to focus on a traffic plan for a single neighborhood such as the Haight-Ashbury District without considering traffic flow in other adjacent neighborhoods and in the City as a whole: things cannot be accomplished in the abstract without considering the needs and rights of other people. Finally, he did not understand why the residents of the Haight-Ashbury District opposed construction of additional parking spaces for the University of California Medical Center since people who have to go to a hospital must get there by one means or another.

A lady who was present in the audience felt that the most positive approach which the Commission could take would be to aim at improvement of the Municipal Railway rather than at improvement of facilities for private automobiles.

Mrs. Susan Bierman stated that many of the individuals who had attended the meeting on the previous evening had not been present at prior meetings; but she felt that the opinions which had been expressed fairly well represented the sentiment of the Community. She felt that no money should be spent to construct tunnels for automobiles until a great deal of money has been spent to improve the Municipal Railway system.

Commissioner Crowley stated that the advent of BART will certainly improve public transit in San Francisco; and he indicated that the Federal Government had approved in principle a program under which it would spend two dollars for every single dollar spent by San Francisco on public transit. In view of those circumstances, he was confident that the transit picture will have improved remarkably at the end of three years.

A member of the audience stated that neither the population of the Haight-Ashbury District nor the population of the City as a whole has increased significantly during the past ten years; yet, the amount of traffic carried on the City's streets has increased to a great extent. He stated that the Haight-Ashbury District already bears the burden of heavy traffic on Oak and Fell Streets which are, in effect, semi-freeways; and he felt that it would be better to move the traffic to other neighborhoods rather than to take steps to create a freeway out of the Oak-Fell Corridor. Personally, he did not feel that additional parking spaces at the University of California Medical Center would necessarily increase the amount of traffic generated by that institution; but he did feel that additional public transportation should be provided to that area.

Commissioner Porter remarked that steps had recently been taken to discourage traffic from Lake Street and to rechannel it onto California Street; and, although California Street has become somewhat of a "horror" as a result, Lake Street has once again become a good residential street. Given the results of that experiment, she could not understand why the residents of the Haight-

Ashbury District would not be willing to have traffic become very bad on three or four of the streets in that area so that the situation on other residential streets would improve.

The meeting was adjourned at 4:15 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, December 16, 1971.

The City Planning Commission met pursuant to notice on Thursday, December 16, 1971, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: John B. Crowley and Thomas J. Mellon, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Marie Carlberg, Planner III; Dennis Ryan, Planner III - Urban Design; Alan Lubliner, Planner II (Zoning); and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the Meeting of October 28, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported on his attendance at a meeting in the Sunset District earlier in the week concerning the cross-Sunset trolley line proposal.

The Commission inquired about the current status of the suit which had been filed by the San Francisco Planning and Urban Renewal Association contesting the issuance of a building permit for the Holiday Inn on Van Ness Avenue. The Director indicated that he would obtain information on the case and report back to the Commission on this matter next week.

The Commission also requested information concerning a lawsuit which had been filed to stop construction of the television antenna on Mt. Sutro.

During the preceeding discussion, Commissioner Fleishhacker arrived in the meeting room and assumed his seat at the Commission table.

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is a summary of the work done and the results achieved. It is a general statement of the work done and the results achieved.

2. The second part of the report deals with the specific work done during the year. It is a detailed statement of the work done and the results achieved. It is a detailed statement of the work done and the results achieved.

3. The third part of the report deals with the financial statement of the year. It is a statement of the income and expenditure of the year. It is a statement of the income and expenditure of the year.

4. The fourth part of the report deals with the general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved.

5. The fifth part of the report deals with the specific work done during the year. It is a detailed statement of the work done and the results achieved. It is a detailed statement of the work done and the results achieved.

6. The sixth part of the report deals with the financial statement of the year. It is a statement of the income and expenditure of the year. It is a statement of the income and expenditure of the year.

7. The seventh part of the report deals with the general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved.

8. The eighth part of the report deals with the specific work done during the year. It is a detailed statement of the work done and the results achieved. It is a detailed statement of the work done and the results achieved.

9. The ninth part of the report deals with the financial statement of the year. It is a statement of the income and expenditure of the year. It is a statement of the income and expenditure of the year.

10. The tenth part of the report deals with the general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved. It is a general statement of the work done and the results achieved.

R71.48 Sale of Property, Block 6744, Lot 29,
Brompton and Kern Streets.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Pursuant to Section 116.1 of the Charter, the subject referral has been received from the Director of Public Works. A similar referral was acted upon by the City Planning Commission a year and a half ago (R70.13).

"Lot 29, Block 6744, was one of the properties acquired by the City for the widening of Bosworth Street between Diamond and Elk Streets. Approximately the southerly third of the lot slopes downward from Bosworth Street and has been landscaped along with other properties on the north side of the street; a narrower, irregular strip along Brompton Avenue has also been landscaped. The cost of the landscaping was used as a part of the City's contribution to the Glen Park FACE program.

"Lot 29 is 66 by 162.5 feet and is just 33 feet west of Diamond Street, Glen Park's shopping street. In addition to the landscaped frontages on Bosworth Street and Brompton Avenue, it has frontage on Kern Street. The level portion which has not been landscaped is approximately 40 feet deep and 154.5 feet long and is now used as an informal, free parking lot. The easterly 62.5 feet closest to Diamond Street is zoned C-2; the westerly 92 feet is zoned R-2.

"The report submitted by the City Planning Commission in March of 1970 was as follows:

"The sale of Lot 29, Block 6744 is in conflict with the Master Plan because a portion of it has been landscaped by the City as a part of the Bosworth Street widening project and because the remainder of it should be reserved for a public parking lot under the City's neighborhood parking program.

"Since that time, the Parking Authority has shown no interest in developing a neighborhood shopping district parking lot on the level portion of the property. The site would be suitable for housing for the elderly and staff members of the Housing Authority have shown some interest, but at present the outlook for public housing there seems remote because of federal policies. In the meantime, a local realtor has actively sought to have the property declared surplus, and since there is no immediate public use it is difficult to recommend that the City retain it on the basis of unforeseen future public needs.

"The landscaped portion of the property most definitely should be retained in public ownership, and no access should be permitted from Bosworth Street across the landscaped area to the portion which might be sold. A survey should be made to determine the exact area which could be declared surplus."

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Allan B. Jacobs, Director of Planning, recommended that he be authorized to report that the sale of the landscaped portion of Lot 29, Block 6744, is in conflict with the Master Plan, specifically in conflict with the policies for city pattern contained in the Urban Design Plan relating to the use and protection of landscaping to define districts, increase the clarity of routes, and indicate the purposes of streets; and that the sale of the unlandscaped portions of Lot 29, Block 6744, for uses permitted by the City Planning Code, is in conformity with the Master Plan, provided that no access is permitted from Bosworth Street across the landscaped area. He further recommended that a survey be made to determine the precise dimensions of the unlandscaped area before the property is put up for auction.

Commissioner Porter asked if plants had already been installed on the portion of the site to which the Director had referred as "landscaped." The Director replied in the affirmative and stated that he believed that the landscaping had been used as a FACE program cash credit.

Commissioner Porter, noting that the boundary between the R-2 and C-2 zoning districts bisected the lot, asked if that situation were not somewhat unusual. The Director replied in the negative, indicating that the eastern portion of the property had been included in the Diamond Street commercial district.

Wallace Wortman, Director of Property for the City and County of San Francisco, stated that he had checked with the Department of Public Works earlier in the morning and had found that there was some question as to whether the City had claimed FACE program credits for the landscaping on the property. If that matter were of concern to the Commission, he would be willing to investigate further. He also pointed out to the Commission that the Director's recommendation that no access be permitted from Bosworth Street across the landscaped area would significantly reduce the value of the property, particularly in terms of reducing its potential for development as a part of the commercial district on Diamond Street.

The Director stated that his main concern was not with whether the City had claimed FACE program credits for the landscaping but with the fact that the property had, in fact, been landscaped; and he believed that sale of the landscaped portion of the property would totally conflict with the Master Plan. With regard to the issue of prohibiting access from Bosworth Street across the landscaped area, he reflected that any conditions, including zoning itself, inevitably affect the value of a parcel of property.

Commissioner Fleishhacker asked why it would be undesirable to allow pedestrian access across the landscaped portion of the property. The Director replied that any disturbance of the landscaping would inevitably invite further intrusions. After Commissioner Fleishhacker had inquired about what would be wrong with a pedestrian bridge or stairway, the Director stated that either approach would start to put commercial traffic on Bosworth Street instead of on Diamond Street where it belongs.

Bernie Kelly stated that he and his partner own adjacent property fronting on Diamond Street as well as property on the opposite side of Kern Street; and he indicated that they had requested that the subject property be sold by the

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City with the hope that they might be able to acquire it in whole or in part. In response to a question raised by Commissioner Fleishhacker as to how the property might be used, Mr. Kelly stated that construction of a small shopping complex in the area might be feasible after BART is in operation.

After further discussion, it was moved by Commissioner Ritchie, seconded by Commissioner Fleishhacker and carried unanimously that the Director be authorized to report that the sale of the landscaped portion of Lot 29, Block 6744, is in conflict with the Master Plan, specifically in conflict with the policies for city pattern contained in the Urban Design Plan relating to the use and protection of landscaping to define districts, increase clarity of routes, and indicate the purposes of streets; and that the sale of the unlandscaped portion of Lot 29, Block 6744, for uses permitted by the City Planning Code, is in conformity with the Master Plan, provided that no access is permitted from Bosworth Street across the landscaped area. It was further recommended that a survey be made to determine the precise dimensions of the unlandscaped area before the property is put up for auction.

R71.49 Sale of Property, Block 5377, Lots 62 and a portion of 63, Elmira Street.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The subject property is a remainder from the Southern-Embarcadero Freeway Extension, for which the City did most of the land acquisition. The City Planning Commission considered the sale of Lot 62 in 1965 (R64.73 & R64.74) and reported that the sale of the portion to remain after a cul-de-sac had been constructed was in conformity with the Master Plan, provided that it was first merged with Lot 63 in order to provide a lot of the required size.

"At that time it was undetermined how much land would be available for sale after a part of it was used for a turnaround at the end of Elmira Street, which had been dead-ended by the freeway. The turnaround has now been constructed and the State has deeded Lot 63 to the City.

"Elmira Street in this block is developed with single family residences. The property is zoned R-1. Lot 63 together with the available portion of Lot 62 make an area of 2135 square feet, a little over the required 1750 square feet.

"The State Division of Highways reports that it does not need the use of a gate to the freeway landscaping located on the rear lot line of the parcel proposed for sale."

Allan B. Jacobs, Director of Planning, recommended that the proposed sale of the subject property be approved as in conformity with the Master Plan.

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After discussion it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the proposed sale of Lot 63 and a portion of Lot 62, Block 5377, as shown on SUR-1771, is in conformity with the Master Plan.

R71.53 Acquisition of Property for Municipal Railway for relocation of Ocean Avenue coach yard and combined central shops. Block 4169, Lots 2 and 3; Block 4170, Lots 1, 2, 3, 4, 6, 7, 10 and 11; Block 4171, Lots 11 and 21. Twenty-second and Indiana Streets.

R. Spencer Stegle, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The use of the Ocean Avenue bus yard site for the Balboa Park BART station and the future relocation there of the Municipal Railway Geneva Avenue street car barn necessitate the acquisition of another site for motor bus storage. An available 8-acre site has been located at 22nd and Indiana Streets in the industrial area between Potrero Hill and Third Street which will be large enough not only to accommodate the buses now stored at Ocean Avenue but also the bus repair shops from 24th and Utah Streets. The buses now stored at the Kirkland yard in the Northern Waterfront area may also be able to be accommodated at the new site.

"The new site consists of all of Block 4169, now vacant except for a warehouse at the north end of the block, and bounded by Iowa, 22nd, Indiana and 23rd Streets; and portions of Block 4170 and 4171 to the east, bounded by Indiana, 22nd, Minnesota, Tennessee and Tubbs Streets, vacant except for some residential buildings in rather poor condition. A part of Block 4171 not to be acquired is occupied by other dilapidated residential and commercial buildings.

"The property is zoned M-2. The bordering streets are improved with the exception of Minnesota and Tennessee, which have only some rough surfacing. There is an impassible gully in Tennessee Street near Tubbs Street.

"The elevated structure of the Southern-Embarcadero Freeway Extension is just north of the area proposed for acquisition; industrial property and residential properties lie to the north; residential, commercial and vacant properties to the east; and modern industrial uses to the south. The residential uses are nonconforming with a 1980 termination date."

Allan B. Jacobs, Director of Planning, recommended that acquisition of the property be approved as in conformity with the Master Plan. He also recommended that adequate off-street parking be provided for Municipal Railway employees; and,

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in addition, he recommended that the Public Utilities Commission contract with the Central Relocation Services to provide assistance to persons who will have to relocate because of the property acquisition.

Commissioner Ritchie remarked that the subject property represents one of the last prime light-industrial sites left in San Francisco; and he noted that properties adjacent to the subject site have been developed with attractive light-industrial uses. He inquired about the identity of the present owner of the property and about the price which the City would pay for the land.

Wallace Wortman, Director of Property for the City and County of San Francisco, stated that the land would cost \$3.00 per square foot or approximately \$1 million for the entire site. He stated that title to the property is held by John Hancock Insurance Company; however, a legal dispute concerning the title is presently in process. If the dispute is not settled at an early date, the City would acquire the property through eminent domain proceedings on the basis of a fair market value which would be determined by the Superior Court; and the money paid for the property would then be placed in escrow until the legal dispute on ownership has been resolved.

Commissioner Ritchie remarked that a fine industrial development has previously been proposed for the subject property; but the project had failed to materialize. While he understood the Municipal Railway's need for the property, he felt that it would be unfortunate to take 350,000 square feet of industrially zoned land for public use, especially when the property could otherwise be used to keep industrial tenants from moving out of town.

President Newman asked how the subject property compares in size to the property which would be vacated at the Geneva car barn site. Mr. Wortman replied that the Ocean Avenue property which would be vacated would be only a small fraction of the size of the subject property. In addition to that property, however, the bus repair shop at 24th and Utah Streets would be abandoned; and, in addition, there was a possibility that the new development might replace the Kirkland bus-storage yard in the Northern Waterfront area. Commissioner Ritchie inquired about the amount of money, in addition to the purchase price, would be needed to make the property usable.

Robert Scrimgeour of the Real Estate Department stated that the western half of the property is hard ground whereas the eastern portion of the site is fill. He indicated that the requirements for grading, fill, and stabilization would depend upon the type of development ultimately proposed; and he indicated that final plans for the project had not been prepared.

Dr. Christensen, Director of Finance, Assistant General Manager of the Public Utilities, stated that the City is scheduled to receive a \$44 million grant from the Department of Transportation; however, until those funds have actually been received, engineering studies of the site will not be undertaken. With regard to the Director's recommendation that adequate off-street parking be provided for Municipal Railway employees, he advised the Commission that the City had already requested the State of California to remove the land beneath the adjacent freeway from its list of "surplus" property.

1. The first phase of the investigation was the identification of the problem. This was done by a review of the literature and by interviews with the project manager. The second phase was the design of the study. This was done by a review of the literature and by interviews with the project manager. The third phase was the data collection. This was done by a review of the literature and by interviews with the project manager. The fourth phase was the data analysis. This was done by a review of the literature and by interviews with the project manager. The fifth phase was the conclusion. This was done by a review of the literature and by interviews with the project manager.

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In response to a question raised by Commissioner Ritchie, Dr. Christensen stated that the land to be vacated at the Ocean Avenue facility is scheduled to be used for the new articulated cars which will be used in the Market Street subway. The facility to be constructed on the subject property would be used exclusively for motor coaches.

Commissioner Fleishhacker inquired about the possibility of moving the Kirkland Bus Yards onto the subject site. Dr. Christensen replied that the subject property would not provide enough space to accommodate vehicles now stored at the Kirkland Yards; and, in any case, such a move would involve many operational difficulties. He stated that another site was being sought to replace the Kirkland Yards.

Commissioner Fleishhacker then asked how much of the subject site would be used for open storage of vehicles. Dr. Christensen replied that no precise square footage figure for the storage area had been yet determined. He indicated, however, that the storage area would be less crowded than the present Ocean Avenue storage yard.

Commissioner Ritchie asked how the Municipal Railway intended to use the land beneath the adjacent freeway. Dr. Christensen replied that the space beneath the freeway would be used for rail storage, rail bending, and employee parking.

The Director emphasized that it was his recommendation that provision be made for employee parking even if the land beneath the freeway is not available.

Commissioner Porter observed that the Municipal Railway must have a difficult time locating suitable sites for vehicle storage because of the tendency of residential neighborhoods to object to such uses.

President Newman asked if he was correct in understanding that no other storage yards, except for the one presently located on Ocean Avenue, could be accommodated on the subject site. Dr. Christensen replied in the affirmative.

Commissioner Rueda asked if the buses would be stored in an open parking lot or beneath a structure which could be used for air rights development at a later date. Dr. Christensen replied that the vehicles would be stored in an open parking lot initially. However, it was possible that air rights development of the site could take place at a later date.

Commissioner Ritchie remarked that he had not received a satisfactory answer to the question which he had raised previously regarding the approximate amount of money which would be required to make the site usable. After Dr. Christensen replied that approximately \$2,500,000 would be allotted to clear the site and develop it with buildings, Commissioner Ritchie observed that the total cost of the property would then be approximately \$10 per square foot.

Mrs. Elaine Sundahl, 1230 19th Street, stated that the Potrero Hill Residents and Home Owners Council had not yet been informed of the proposed project and had not had an opportunity to give formal consideration to the matter. However, in view of the group's reaction to similar types of uses in the past, she expected

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that the members of the organization would be opposed to having any more land in their neighborhood used for parking of buses, especially since a great many school buses are already stored in the area. She remarked that the light-industrial districts surrounding the subject property had recently experienced growth; and she felt that the presence of Route 280, which facilitates traffic movement to and from the Peninsula, contributes to the desirability of the subject area as a light-industrial district. She also noted that there is a considerable amount of well-kept housing in the vicinity of the subject site; and, while the residents of these houses do not join in many neighborhood activities, they do have a great deal of community feeling. She felt that it would be undesirable to destroy existing housing and a potential for new jobs merely to provide a storage place for buses; and, in any case, she felt that the Commission should defer its decision on the proposal to enable residents of the neighborhood to give consideration to the matter.

Marshall Scott, representing the Western Addition Youth Center, felt that the people who live and work in the subject neighborhood should have something to say about the Municipal Railway's proposal. He also believed that the City should not continue to use gasoline buses; and he felt that construction of the proposed facility would perpetuate the use of gasoline buses over the next 30 years.

The Director stated that no projections had been made of the type of transit vehicles which will be in use 30 years from now. He presumed, however, that regardless of size and regardless of the mode of power utilized, the City will continue to use some kind of non-rail transit vehicles in addition to rail transit vehicles; and, as a result, he felt that the need for storage and maintenance facilities for non-rail transit vehicles would continue. The real problem to be resolved was where such a facility should be located; and he believed that the best place to look would be in an industrial area. He remarked that the subject property is located in an industrial area; and, in addition, it is vacant, it is within the cost parameters established by the Municipal Railway, and it has good accessibility. For those reasons, he had recommended that its acquisition be approved as in conformity with the Master Plan.

Mr. Scott remarked that a site should have been chosen which would not have affected people's rights.

Commissioner Ritchie asked if the Department of City Planning notifies adjacent property owners when referrals are to be considered. The Director replied in the negative but indicated that referrals automatically come before the Board of Supervisors for an advertised public hearing. Mr. Wortman stated that his office is reluctant to disturb residents of properties being considered for purchase until the proposed purchase has been reviewed thoroughly by all interested City Departments; however, when a formal proposal for acquisition is considered by the Board of Supervisors, notice is given to adjacent property owners and community groups.

Commissioner Ritchie remarked that acquisition of the subject property by the City would result in its removal from the tax rolls; and he estimated that the property could provide approximately \$100,000 per year in tax revenue.

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Commissioner Porter stated that it was obvious that the Municipal Railway needs additional space for storage and maintenance facilities; and she observed that any property which might be acquired, regardless of where it might be located, would be removed from the tax rolls.

Commissioner Ritchie replied that acquisition of a less valuable piece of property would reduce the City's tax loss.

President Newman asked if any alternate sites were available for the proposed facility. Mr. Wortman replied that five or six sites had been considered over the past year. Some of the sites had proven to be too small, others had been badly located to serve the Municipal Railway's flow of traffic and operations, and others had been too prohibitive in cost. The subject site was one of the least expensive of the ones which had been considered; and, in addition, it met the other criteria of the Municipal Railway.

Dr. Christensen stated that the subject property would have to be acquired as soon as possible so that the facilities on Ocean Avenue could be rehabilitated to accommodate the new articulated transit cars which will be acquired in 1973. If that time table is not met, and if no storage facility is not available for the articulated cars when they are ready, use of the new Market Street subway will have to be delayed. He confirmed that consideration had been given to alternate sites for the proposed facility; and he emphasized that it would be difficult to find any site where neighboring property owners would not object to the proposed use. He stated that the Public Utilities Commission had held a public hearing on the proposal to acquire the subject property; and he remarked that the Potrero Hill Residents and Home Owners Council had taken note of that fact in a recent edition of its monthly bulletin. Furthermore, the bulletin had seemed to look with favor on the proposal, suggesting that it would provide a service for the neighborhood and the community at large.

Emory Curtis, representing PACT, felt that vacant land, wherever possible, should be used for construction of housing. Furthermore, he believed that the south eastern portion of San Francisco should be declared as a special EDA impact area, aimed at maximizing industry and jobs. He did not believe that the Public Utilities Commission had considered all available alternate sites; and, in any case, he felt that additional information should be made available to the City Planning Commission before final action is taken on the proposal.

Alfred Williamson agreed that the City Planning Commission should obtain more information regarding the needs of the Municipal Railway before taking action on the proposal.

Commissioner Rueda acknowledged that it would probably be difficult to find a comparable site for the Municipal Railway. Nevertheless, he was somewhat reluctant to vote for approval of the proposal to acquire the subject property because of his lack of knowledge of the type of development being contemplated by the Municipal Railway. He felt that it would be helpful if the Municipal Railway would provide the City Planning Commission with some sketches of the type of project being considered.

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1. The first step is to identify the problem. This involves understanding the symptoms and the context in which they are occurring.

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Commissioner Porter emphasized that the only matter before the Commission for decision was whether acquisition of the subject property by the Municipal Railway would be in conformity with the Master Plan; and she felt that it was obvious that a bus storage yard, which is a permitted use in an industrial district, would not be in conflict with the Master Plan. She was aware of the difficulties involved in obtaining a suitable site for the facility proposed; and she believed that use of the subject site for that purpose would be appropriate and would be in conformity with the Master Plan.

Commissioner Fleishhacker moved that acquisition of the subject property be approved as in conformity with the Master Plan subject to the provisions which had been recommended by the Director of Planning. He remarked that the City Planning Commission had heard many hours of testimony from citizens urging that transit service increased in the City; and he observed that provision of facilities such as the one being proposed would be essential to that program. Since the subject property is located in an industrial zone, and since it is situated adjacent to a freeway, he felt that acquisition of the property for the use proposed by the Municipal Railway would clearly be in conformity with the Master Plan. The motion was seconded by Commissioner Porter.

Commissioner Ritchie noted that the subject site consists of 8 acres of prime industrial property; and, because of the size of the project being proposed by the Municipal Railway, he felt that the Commission should be given considerably more information about the project before putting the matter to a vote. He was particularly interested in knowing about the layout of the proposed facility, the location of the repair building, traffic flow patterns onto and off of the site, and use of the land beneath the adjacent freeway.

Commissioner Rueda indicated his agreement with Commissioner Ritchie and suggested that the Commission should postpone action on the proposal.

President Newman asked if the Municipal Railway could provide sketches of the type of development contemplated for the site. Dr. Christensen replied in the negative, indicating that engineering studies will not be undertaken until money has been received from the Federal Government. He indicated, however, that a qualified private architect would be engaged to design the project; and he assured the Commission that every effort would be made to make the project attractive.

When the question was called, the Commission voted 3 - 2 to authorize the Director to report that the acquisition for the Municipal Railway of Lots 2 and 3, Block 4169; Lots 1, 2, 3, 4, 6, 7, 10 and 11, Block 4170; and Lots 11 and 21, Block 4171, is in conformity with the Master Plan. It was further recommended that adequate off-street parking be provided for Municipal Railway employees; and it was further recommended that the Public Utilities Commission contract with the Central Relocation Services to provide assistance to persons who will have to relocate because of the property acquisition. Commissioners Fleishhacker, Newman, and Porter voted "Aye"; Commissioners Ritchie and Rueda voted "No."

R71.54 Change in sidewalk width, south side of Broadway
between Leavenworth Street and Cyrus Place.

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R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), advised the Commission that a proposed mini-park to be located in street area on top of the west end of the Broadway tunnel will reduce an area now used for on-street parking. Because of the need for parking that high density area, a proposal had been made to narrow the sidewalk from 19 to 11 feet on the south side of Broadway between Leavenworth Street and Cyrus Place, thus permitting the construction of a parking bay and perpendicular parking for six cars in place of the three parallel spaces now available at the curb. The sidewalk where the parking bay will be constructed is approximately 60 feet long.

The Director observed that the proposed project would result in the creation of a mini-park and a net reduction in the amount of parking spaces available. He stated that both the Chinatown Community and the Department of Public Works had been involved in plans for the project; and he emphasized that money is available to cover the cost of the proposed improvements. He recommended that the proposed change in sidewalk width be approved as in conformity with the Master Plan.

Commissioner Ritchie remarked that the concept of the proposed project was extremely imaginative; and he requested that the Commission's compliments be given to the individuals responsible for the idea.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the Director be authorized to report that the proposed change in sidewalk width on the south side of Broadway between Leavenworth Street and Cyrus Place, from 19 to 11 feet, is in conformity with the Master Plan.

Discretionary Review of Building Application No. 401324 for New Humble Oil Proposal for northwest corner of Divisadero and Oak Streets.

Robert Passmore, Planner V (Zoning), reported on this matter as follows:

"Scheduled today for Planning Commission review under its discretionary review powers is building permit for an automobile service station for Humble Oil on the northwest corner of Divisadero and Oak Streets. This review is required under the policy adopted in November 1970 under Planning Commission Resolution No. 6646 that the Commission review publicly all open space, automobile oriented drive-in type uses in the C-2 district along Divisadero Street from Sacramento Street to Haight Street.

"This is the second building permit application by Humble Oil for a service station on the northwest corner of Oak Street at Divisadero Street; the first was in June 1970. Your staff approved the first application with reservations based on the fact that yet another corner of this commercial street was being eroded for an open-type use. The Divisadero block between Oak and Fell already contained three service stations and a car wash. Shortly after approval the site was cleared of existing commercial and residential buildings but no station was constructed. Site clearance, however, did not go unnoticed in the community and the application was appealed at the Board of Permit Appeals. The permit was sustained.

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"In September, 1970, the community's then newly organized Divisadero Street Area Association, represented by PACT, Inc., requested 'that the Planning Commission establish a procedure for requiring Commission discretionary review in public hearings of all open space automotive oriented permits along Divisadero Street.' Last year on November 5 such a policy was unanimously adopted in the above mentioned City Planning Commission Resolution 6646.

"Immediately following adoption of your policy, and prior to construction of the station, PACT and Humble Oil began exploring together possibilities where Humble, in PACT's words, could 'replace the value to the community which had been taken away through the destruction of valuable living and business space.' Multiple uses for more intense development were suggested for the site, including professional offices and parking levels in conjunction with the service station. Your staff attended several early meetings to present the concerns and design objectives of this Department. The response from Humble at that time was of full cooperation.

"In the months following Humble and PACT each undertook economic feasibility studies of multiple uses on the site in efforts toward a mutually acceptable solution. During this time your staff completed a Neighborhood Design Study of Divisadero Street and the Urban Design Plan was completed and adopted as part of the Master Plan. Also the Department continued to explore guidelines for the location of service stations to solve problems similar to Divisadero Street's.

"In September of this year Humble Oil submitted a new application for a service station at Oak and Divisadero Streets because the previous permit had expired during discussions with the community. The plans submitted by Humble at that time did not, in the staff's judgement, represent what the staff could call a cooperative spirit on the part of Humble Oil toward meeting community demands or this Department's design guidelines. In fact, the plans were identical to those submitted 14 months earlier. Apparently the economic studies of PACT and Humble Oil resulted in opposing conclusions and no satisfactory solution involving multiple uses could be reached."

Allan B. Jacobs, Director of Planning, submitted his recommendation on this matter as follows:

"Although it is Humble's second application before you today, it is also the first case that falls within your discretionary review policy. This policy states that 'Public and private building projects along this (Divisadero) street should be examined especially in terms of the desirability of land use and the appropriateness of design in relation to the street....Particular attention should be paid to building heights, facades, landscaping,

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem.

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advertising and overall visual character in order to promote and guide orderly, appropriate development, and to improve the attractiveness of the street and its surrounding neighborhood.'

"In accord with this policy, your staff reviewed the Humble Oil proposal in terms of a series of design criteria developed from eight of the fundamental urban design principles and ten policies recently adopted as part of the Master Plan. These criteria apply not only to today's case, but can be used to review other situations in the future.

"Your staff gave Humble these criteria accompanied with a graphic illustration of a possible design solution. This solution stipulated one curb cut on Divisadero Street as far from the intersection as possible to minimize the number of driveways a pedestrian would have to cross. It also recommended that the parking spaces provided be as convenient as possible for public use, since there is a community need for parking and since service station managers often provide community parking after hours. Humble Oil representatives took the criteria under consideration and prepared an alternative plan which met some of the criteria. Humble complied with the recommendations for landscaping, low level lighting and minimum signing, but did not meet the criteria for parking and curb cuts. In our opinion Humble could reasonably comply with all the criteria.

"It is quite clear that the Commission's discretionary review policy for Divisadero Street was to caution potential developers that new developments would be carefully reviewed to achieve the best possible solution.

"Given this policy, and the fact that Humble failed to meet two important design criteria, I must recommend that, unless Humble Oil can acceptably meet these criteria, their application for a permit be denied.

"I would like to make one observation at this point before the Commission hears the public and takes action on the case before them. This case is not the first time, as you well know, that this Commission and staff have had to address the question of automobile service stations. Nor is it the first time that the fragile character of San Francisco's local commercial streets have been threatened with open land uses that disrupt the sense of pedestrian continuity and interrupt traffic and shopping on our streets. And I can safely say it will not be the last time.

"In reviewing the Humble Oil proposal for Divisadero Street it became increasingly clear to your staff that the problem of use was more basic than could be remedied by design measures alone. Because of San Francisco's normal pattern of intense development lining commercial streets, large open site service station uses must be considered as special cases, if San Francisco is to

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preserve its desirable commercial character. Therefore, multiple use of large service station sites should be encouraged. It is quite possible to accommodate automobile service in conjunction with other kinds of community-oriented uses. And such multiple use development can do considerably more than open site development to complement the traditional pattern and intensity of San Francisco's commercial streets.

"Furthermore, the location and distribution of service stations should be closely examined for benefits to both oil companies and San Franciscans. Other cities in the Bay Area and throughout the country have more direct tools for addressing the issue of location and distribution of service stations. San Francisco should have these tools as well. Only then can the city be assured that all community needs, in addition to design issues, are considered. To this end, the staff in this coming year's work program is proposing the preparation of an amendment to the Planning Code which would make all service stations conditional uses in C-2 districts."

Keith Johnson, Engineer for the Humble Oil Company, stated that the staff of the Department of City Planning had originally prepared three schematic alternatives for the proposed development, one of which had included two driveways on Oak Street and two driveways on Divisadero Street. His own staff had made some changes on the four-driveway scheme and had submitted it to the Department of City Planning for review; and, in response, the staff of the Department of City Planning had indicated that an alternate scheme with only three driveways would be preferable. He felt that provision of only one driveway on Divisadero Street would create an unsafe situation both for pedestrians and for customers of the proposed service station; and he had discussed the matter with Mr. Nelson of the Traffic Engineering Bureau of the Department of Public Works who had written on the plans that he, also, believed that it would be preferable to have two driveways on Divisadero Street.

In response to questions raised by members of the Commission, Mr. Passmore stated that the staff of the Department of City Planning had originally provided the applicant with three possible schemes for development of the site, one of which showed two driveways on Divisadero Street as well as two driveways on Oak Street. Later, however, the staff had determined that the scheme calling for two driveways on Divisadero Street would not be acceptable. President Newman asked if the Traffic Engineering Bureau of the Department of Public Works had expressed its preference for two driveways on Divisadero Street to the staff of the Department of City Planning. The Director replied in the affirmative but indicated that the staff had also been advised that one driveway on Divisadero Street would be acceptable.

Mr. Johnson emphasized that all of the other criteria established by the staff of the Department of City Planning had been met in the proposed plans. The only issue which remained unresolved was the one concerning the number of driveways to be permitted.

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1. The Bureau has been advised that the above information is correct and that the Bureau should be advised of any further information received.

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Commissioner Ritchie observed that the Director, in giving his recommendation to the Commission, had stated that it was the opinion of the staff of the Department of City Planning that Humble Oil could reasonably comply with all of the criteria which had been recommended; and he asked for Mr. Johnson's reaction to that statement. Mr. Johnson replied that one of the driveways on Divisadero Street could be deleted; however, he felt that the situation which would result would be unsafe for customers of the service station and the general public. Furthermore, since potential customers look for easy access to a service station, the availability of only one driveway on Divisadero Street would tend to discourage them from stopping at the proposed station.

Commissioner Fleishhacker asked if denial of the subject application would prevent the Humble Oil Company from re-submitting plans for the proposed facility. Mr. Passmore replied that the applicants could not return with the same design for a period of one year if the application were to be disapproved. However, new plans could be submitted at any time.

Commissioner Ritchie asked if it would be possible or impossible for the applicants to live with only one driveway on Divisadero Street.

Arlan Gallagher, also representing the Humble Oil Company, stated that he had never heard of a service station having only one driveway on a street; and, in any case, statistics showed that two driveways are necessary in terms of safety. He also pointed out that it is easier for customers to get off and on the site if two driveways are available. If the proposed service station were allowed to have only one driveway on Divisadero Street, he expected that potential customers would choose to frequent other stations on the street where two driveways are available.

Janet Laird, Secretary of the Divisadero Valley Association, stated that the members of her organization were opposed to the construction of any more service stations on Divisadero Street. Because of the considerable number of service stations already existing in the area, there is no need for additional service stations; and, in addition, construction of new service stations would only add to automobile congestion in the area. However, the Divisadero Valley Merchants Association had made a compromise agreement with the Humble Oil Company approximately one year ago under which the Merchants Association would support the proposed service station if a new parking facility were to be constructed on the site at the same time. She did not feel that another service station would be desirable; however, if one were to be constructed, she felt that the community should receive some benefits.

Commissioner Ritchie inquired about the ownership of the property at the present time. Mr. Gallagher replied that the property is owned by the Humble Oil Company which has already spent approximately \$255,000 on the site. He stated that his firm would certainly not have closed escrow on the purchase if it had been able to foresee the situation which had developed. A building permit had already been issued for the proposed development; and the firm assumed that a permit could be extended without any difficulty.

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Commissioner Ritchie stated that he was still unclear as to whether the applicants would accept all of the criteria which had been recommended by the staff of the Department of City Planning. Mr. Gallagher replied that the Humble Oil Company would not be willing to accept a condition limiting the facility to only one driveway on Divisadero Street.

Mr. Butler, representing PACT, stated that his organization looked unfavorably upon construction of any new gas stations in the subject neighborhood, especially when such projects result in the removal of housing. He felt that the City should purchase the subject property and develop it for parking with housing or other uses above.

Commissioner Porter questioned why the staff of the Department of City Planning had decided to permit only one driveway on Divisadero Street after giving the applicants a sketch which indicated how the facility might be designed with two driveways on Divisadero Street. Mr. Passmore replied that the sketch had been provided to show the type of treatment which should be given to the site if four driveways were to be installed. However, the preference of the staff was for three rather than four driveways almost from the very beginning.

Commissioner Porter felt that it was unfortunate that the staff had provided the applicants with a scheme which they considered to be unacceptable.

Emory Curtis, also representing PACT, advised the Commission that considerable effort is being put into the improvement of the commercial strip along Divisadero Street; and he remarked that service stations can have an extremely detrimental effect on the quality and character of commercial areas. While plain service stations might be acceptable in some locations, multi-use developments might be more desirable in other locations; and he felt that the Commission should establish criteria for making such decisions. While he had no desire to place the present applicants in an uneconomic situation, he did feel that development of the subject site with a multi-use building would be in the best interests of the Divisadero "strip" and of the City as a whole.

Ms. Laird pointed out that Oak Street serves as a feeder to Highway 101 and, as a result, carries a great deal of traffic; and he felt that construction of additional service stations with driveways on that street would have a detrimental effect on traffic flow.

Marshall Scott, representing the Western Addition Youth Center, stated that 13 service stations already exist on the Divisadero Street "Gas Pump Row" between Oak and California Streets; and he felt that no more service stations should be allowed in that area unless they add something positive to the neighborhood.

Mr. Gallagher asked permission to review the history of the proposed project. He stated that plans for the proposed facility had already been approved by the City and that a construction contract had already been signed in 1970 when a representative of PACT contacted the Humble Oil Company and requested that the service station be designed differently and that a multiple use facility be built on the site. Agreeing to cooperate, local officials of the Humble Oil Company had

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requested new plans from their headquarters in Houston. The Houston office had hired an architect who had prepared plans for a Victorian style service station which was quite unattractive. At that point, PACT dropped its objections to the design of the station but persisted in its request that a parking facility be constructed on the site in conjunction with the service station. Wishing to work further with the community, the Humble Oil Company had allowed its building permit to expire. An outside appraiser was retained to study the feasibility of developing a parking lot on the site; and the report which he had submitted had indicated that there is little demand for parking in the subject neighborhood and that the highest and best use of the site would be the service station which had been proposed. Since most cities are willing to renew building permits without any trouble, the Humble Oil Company had not worried about the fact that it had let its permit expire; however, in November 1970, the City Planning Commission adopted a resolution expressing its intention of conducting a discretionary review of any permit applications filed for service stations on Divisadero Street. After the new application had been filed, the firm had met with the staff of the Department of City Planning and had complied with all of the suggestions which had been offered by the staff with the exception of the proposal that only one driveway should be placed on Divisadero Street. The Humble Oil Company would still be willing to provide additional parking on the site if anyone could prove the need for additional parking in the area or demonstrate that additional parking spaces would be a profitable investment. And, in fact, the Humble Oil Company would be willing to do anything else within economic reason which would satisfy the community.

Mr. Curtis confirmed that the Humble Oil Company had met with representatives from PACT on a number of occasions. However, he did not agree with the findings contained in the parking report which had been prepared for that firm. He stated that his organization has experienced difficulty in obtaining permanent parking slots in the area for its employees; and, as a result, he knew that additional parking spaces are needed. He admitted that he did not know whether construction of additional parking spaces on the site would be economical; however, he felt that the Parking Authority might be urged to cooperate in the construction of a multi-use facility on the site if it were found that it would not be economically feasible for the Humble Oil Company to construct the parking spaces by itself.

Commissioner Fleishhacker asked if the staff of the Department of City Planning had recommended that a parking structure should be constructed on the site. Mr. Passmore replied in the negative.

Mr. Gallagher stated that his firm would be willing to provide more than nine parking spaces on the property if the staff of the Department of City Planning could show how extra parking spaces could be installed on such a small lot.

Commissioner Ritchie stated that his feelings on the matter had been influenced considerably by Mr. Gallagher's recital of the history of the project. He also remarked that a more severe design than the one now being proposed had already been approved by the City; and, in any case, he felt that the scheme with four driveways, which showed considerably more landscaping, would be more attractive than the layout which would be achieved if only three driveways were to be allowed.

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The Director stated that the sketch which the staff of the Department of City Planning had given to the applicant with only one driveway on Divisadero Street had been drawn to determine whether the service station would be workable with a single driveway on that street; and, as a result, landscaping and other features on the sketch were not nearly so detailed as on the preliminary plans which had been prepared by the applicant. The staff was convinced that a workable service station could be achieved with only one driveway on Divisadero Street; and that approach would have the added advantage of allowing the on-site parking spaces to be located near to the sidewalk.

Commissioner Ritchie stated that he still preferred the plan with four driveways rather than the plan with three driveways.

President Newman stated that he was sympathetic to the concerns which had been expressed by the applicant. However, he was even more sympathetic to the needs of the subject neighborhood; and he did not feel that any additional service stations would be needed or desirable in the area.

Commissioner Fleishhacker moved that the subject application be disapproved unless the applicant is willing to conform to the design criteria which had been recommended by the staff of the Department of City Planning. If the applicant did not wish to conform to those criteria, the other option which would be open to them would be to abandon the project. He agreed that reduction of the number of driveways permitted might affect the profits of the operation; however, since residents of the neighborhood might be encouraged to patronize the facility if the applicant were willing to conform with the recommendations which had been made by the staff of the Department of City Planning in their behalf, the reduction of profits might not be as great as the Humble Oil Company might expect.

Commissioner Rueda seconded the motion which had been made by Commissioner Fleishhacker. He remarked, however, that the real issue seemed to him to be whether any service station at all is needed or desirable on the site regardless of the number of driveways which it might have.

Commissioner Ritchie asked if the staff of the Department of City Planning or the City Planning Commission had approved the applicant's previous building permit in June, 1970. Mr. Passmore replied that the previous permit had been approved administratively by the staff of the Department of City Planning because a service station is a principal permitted use in a C-2 district. Subsequently, however, representatives from the neighborhood had come before the City Planning Commission requesting the Commission to adopt a policy of reviewing under its discretionary authority any permit applications filed for service station uses on Divisadero Street; and, since the applicant's new permit application had been filed after the Commission had adopted its policy resolution, it had been necessary for the staff to bring the matter before the Commission for discretionary review.

President Newman remarked that the memorandum which had been prepared by the Director concerning this case had indicated that the staff of the Department of City Planning had approved the applicants first building permit "with reservations based on the fact that yet another corner of this commercial street was being eroded for an open-type use."

The first part of the report deals with the general situation of the country. It is a very interesting and informative study of the country's development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's development.

The second part of the report deals with the economic situation of the country. It is a very interesting and informative study of the country's economic development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's economic development.

The third part of the report deals with the social situation of the country. It is a very interesting and informative study of the country's social development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's social development.

The fourth part of the report deals with the political situation of the country. It is a very interesting and informative study of the country's political development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's political development.

The fifth part of the report deals with the cultural situation of the country. It is a very interesting and informative study of the country's cultural development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's cultural development.

The sixth part of the report deals with the future of the country. It is a very interesting and informative study of the country's future development. The author has done a great deal of research and has gathered a wealth of material. The report is well written and is a valuable contribution to the study of the country's future development.

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Commissioner Fleishhacker, noting that Commissioners Rueda and Newman seemed to be opposed to construction of any service station on the subject site, asked if the Commission could take the position that no service station should be allowed on the site. Mr. Passmore replied in the affirmative, pointing out that the Commission had taken such an action with regard to property located on Mission Street when a combination service station and car wash was proposed for that site.

Commissioner Porter remarked that the staff of the Department of City Planning had not objected to use of the subject site for a service station but had merely taken the position that the service station should have only three driveways rather than four.

Commissioner Fleishhacker emphasized that his motion would allow construction of a service station on the site if it were designed in conformance with the criteria which had been recommended by the staff of the Department of City Planning.

Commissioner Ritchie remarked that the Humble Oil Company had purchased the subject property with the assumption that plans which had once been approved by the Department of City Planning would be approved a second time; and, under the circumstances, he felt that the applicant should be allowed to proceed with their project.

When the question was called, the Commission voted 4 - 1 to disapprove the Building Application No. 401324 unless the applicant's plans are revised to conform to the design criteria which had been recommended by the staff of the Department of City Planning. Commissioners Fleishhacker, Newman, Porter, and Rueda voted "Aye"; Commissioner Ritchie voted "No."

The meeting was adjourned at 4:45 P.M.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION
MINUTES AND SUMMARY OF THE REGULAR MEETING
THURSDAY
DECEMBER 23, 1971
100 LARKIN STREET
3:15 P.M.

PRESENT: Commissioners Finn, Fleishhacker, Mellon, Newman, Porter, Ritchie,
Rueda

1. CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported that the Board of Supervisors, meeting on Monday, approved by a 10-0 vote the proposal to reclassify tideland and shoreline properties east of Candlestick Park in the South Bayshore District from industrial to residential.

The Director advised the Commission that the Board of Supervisors had also unanimously passed a resolution requesting the Department of City Planning to apply for Federal funds to undertake a study on the economic growth of San Francisco.

The Director reported that the suit which had been filed by the San Francisco Planning and Urban Renewal Association contesting the issuance of a building permit for the Holiday Inn on Van Ness Avenue had been dismissed by the Court which found that there were not legal grounds necessary to sustain the suit. It is anticipated that SPUR will appeal this decision to the District Court of Appeals.

The Director informed the Commission that a suit had been filed against the Superintendent of Building Inspection and the Zoning Administrator with regard to the Mt. Sutro Transmission Tower. The plaintiffs had taken no steps beyond the filing of the complaint and had not sought an immediate order to stop work on the project.

The Director summarized the report which had been prepared on the Department of City Planning by the 1971 Grand Jury Committee.

The Director advised the Plan Implementation Committee (Commissioners Finn, Fleishhacker, Porter) of a meeting scheduled for Wednesday, January 5, at 1:00 p.m.

The Director reminded the Commission of a full schedule on Thursday, January 6: a Capital Improvement Hearing at 9:30 a.m. and a Regular Meeting starting at 1:00 or 1:30 p.m.

The Director reviewed the various projects which had been completed by the Department of City Planning during the calendar year.

DECEMBER 23, 1971

The Commission requested President Newman to send a letter to Mayor Alioto suggesting that it would not be advisable to appoint a Citizens Waterfront Committee at the present time since Committees of both the City Planning Commission and the Port Commission are presently working on a report on plans for the waterfront which will be presented to the Board of Supervisors early in the Spring.

Adjourned: 4:00 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

DIRECTOR'S COPY

SAN FRANCISCO
CITY PLANNING COMMISSION
NOTICE OF CANCELLATION
OF REGULAR MEETING
THURSDAY
DECEMBER 30, 1971
100 LARKIN STREET

This is to advise that the City Planning Commission's regular meeting on Thursday, December 30, 1971, will be cancelled.

Lynn E. Pio
Secretary



